

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

June 12, 2010

Dear Admiral Watson:

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

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

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

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

- Estimated size of identified dispersible oil slick targets proposed in designated zones: this information is included in Table 1 with the estimate of the amount of dispersant needed to treat these slicks.
- Explicit justification for why these targets can't be skimmed or addressed by other mechanical means: The use of mechanical recovery to recover or remove the oil in the identified target areas will be insufficient to remove the estimated dispersible oil volumes that we have estimated for tomorrow. The targeted oil herein is dispersible oil and dispersible oil is not the only oil demanding mechanical recovery assets. The geographic area of the spill site contains a combination of dispersible oil, heavy sheens and emulsified oil. Mechanical recovery devices are required elsewhere throughout the entire geographic area to address all areas and all oils that can be recovered mechanically and not just the dispersible oils and are therefore otherwise engaged. Generally the skimming vessels are concentrated near the source site so that they can remain in the

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

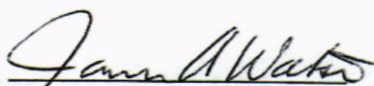
- Tabulation of number of assets (skimmers, etc.) in service today and how many assets are available yet not in service: A daily summation of skimmers in the source area and outside the source is now being provided daily to the Aerial Dispersant Group for insertion in this report (Attachment 3). Our review of the assets listed below reveal that they are engaged in skimming operations with some out of service for various reasons.
- It is planned to conduct multiple Tier 1 helicopter SMART overflights to observe dispersant operations. Additionally, the M/V *International Peace* is planned to conduct water chemistry and toxicology sampling. These operations depend upon approval to apply dispersants either aerial or with boat spray systems onboard the M/V *International Peace*.

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

Sincerely,

Houma Unified Command

Exemption approved subject to the above:

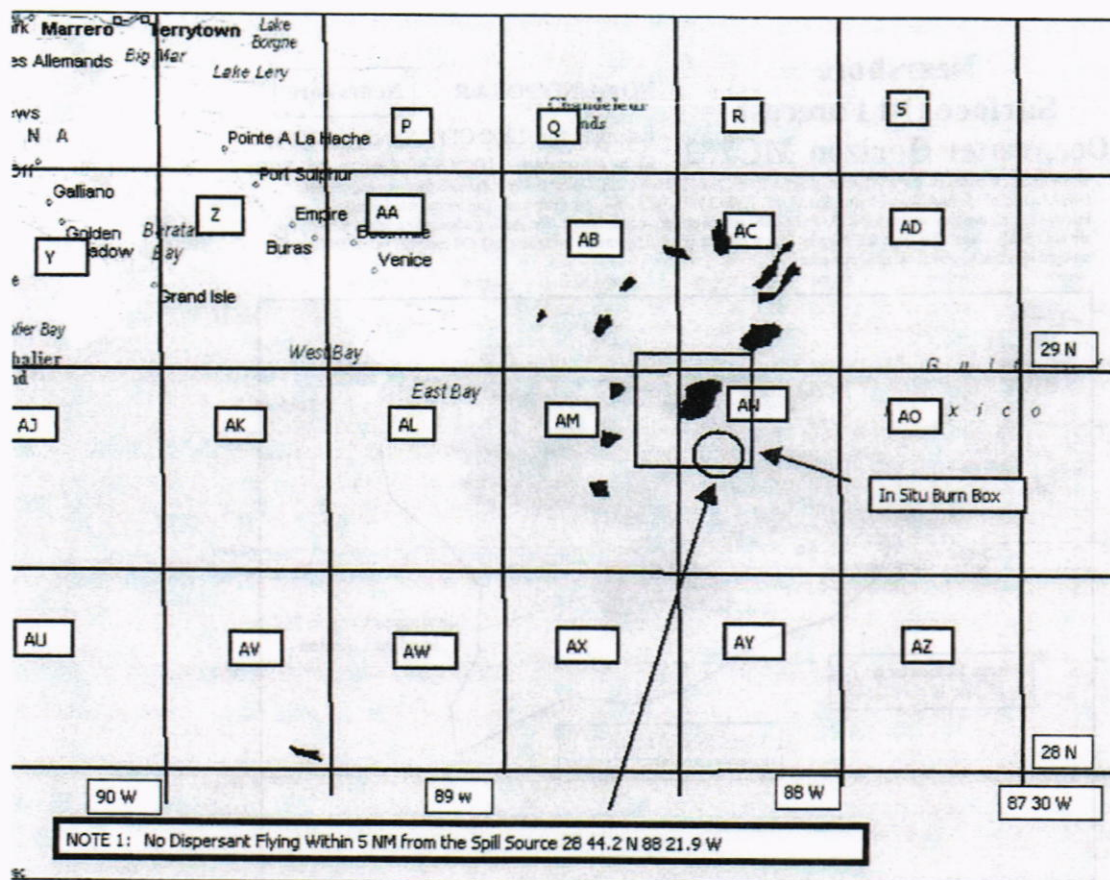


Date: 6/13/10

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



**TABLE 1 Dispersible Oil Report June 11, 2010**

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

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

Attachment 2

# **Nearshore Surface Oil Forecast Deepwater Horizon MC252**

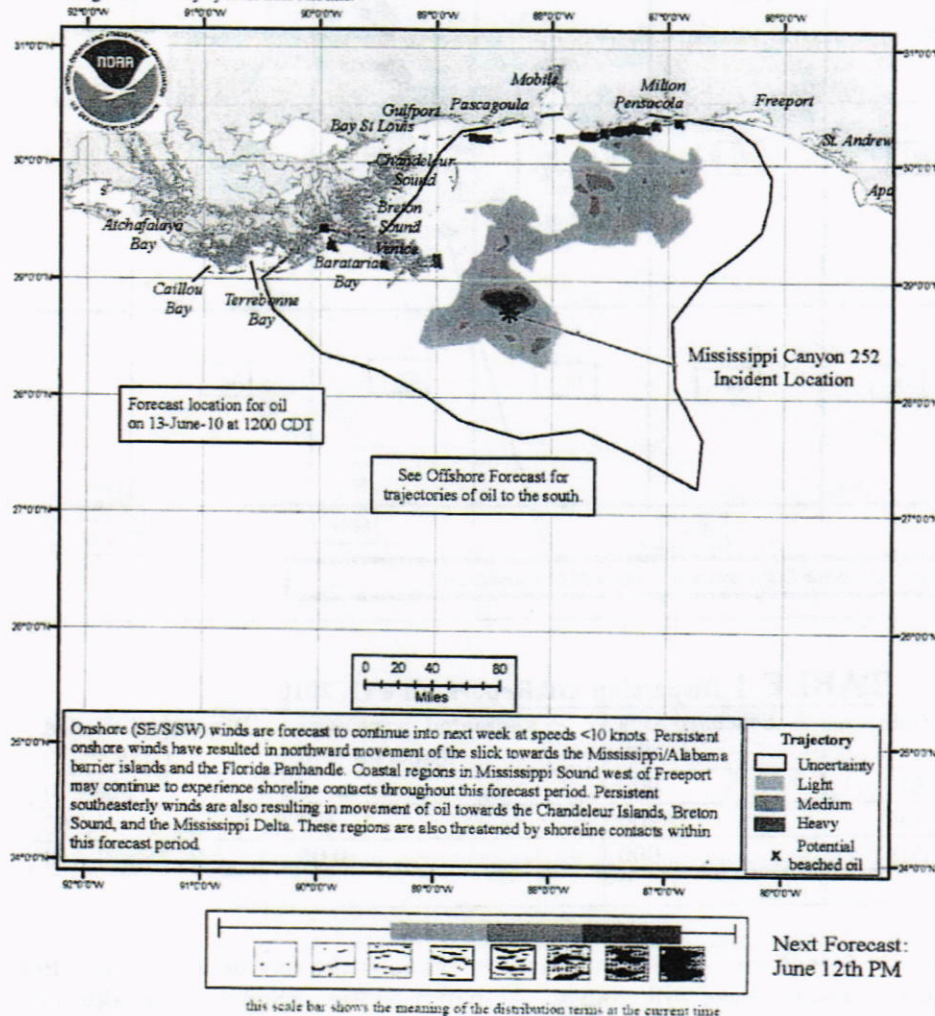
NOAA/NOS/OR&R

Nearshore

Estimate for: 1200 CDT, Sunday, 6/13/10

Date Prepared: 2100 CDT, Friday, 6/11/10

This forecast is based on the NWS spot forecast from Friday, June 11 PM. Currents were obtained from several models (NOAA Gulf of Mexico, West Florida Shelf/USF, NAVO/NRL) and HFR measurements. The model was initialized from Friday satellite imagery analysis (NOAA/NESDIS) and overflight observations. The leading edge may contain turballs that are not readily observable from the imagery (hence not included in the model initialization). Oil near bay inlets could be brought into that bay by local tidal currents.





June 12, 2010

## Attachment 3

## Offshore Skimming Resources

On-scene/Ops

In Transit

Out of Service

Lightering

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

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