

Northwest Area Committee



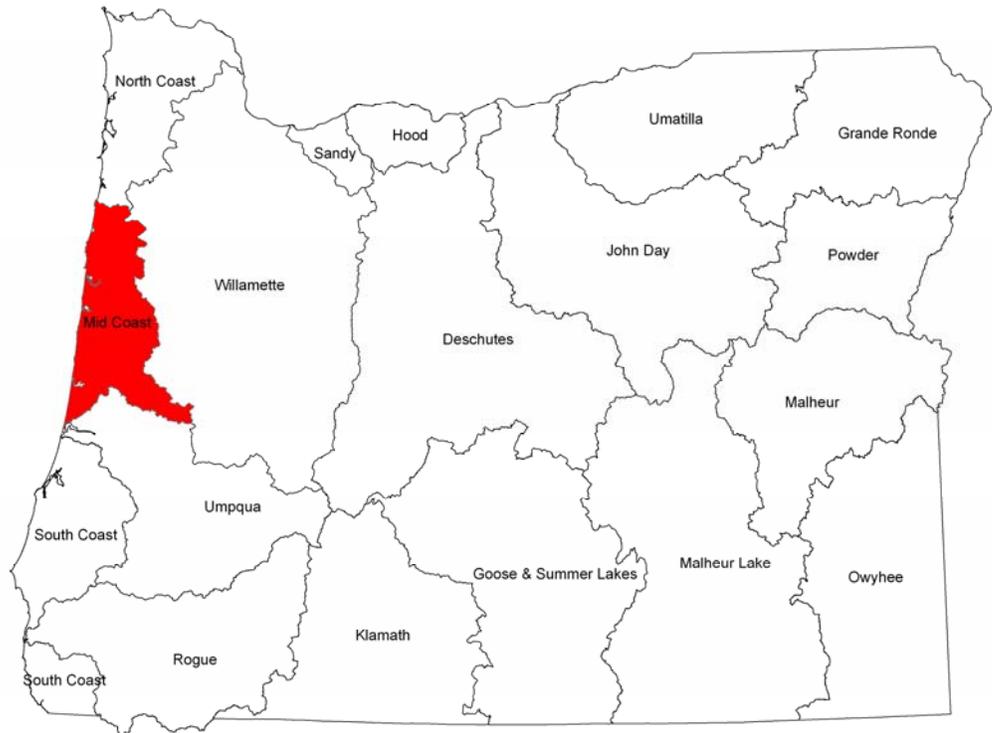
State of Oregon
Department of
Environmental
Quality



WASHINGTON STATE
DEPARTMENT OF
ECOLOGY



YAQUINA BAY, OREGON GEOGRAPHIC RESPONSE PLAN (GRP)



1 September 2005

Spill Response Contact Sheet**Required Notifications For Hazardous Substance Or Oil Spills**

USCG National Response Center	(800) 424-8802
In Oregon:	
Oregon Emergency Response System	(800) 452-0311 (800) OILS-911
In Washington:	
Emergency Management Division	(800) 258-5990
Department of Ecology Southwest Regional Office	(360) 407-6300

U.S. Coast Guard

National Response Center	(800) 424-8802
Sector Puget Sound:	
Watchstander	(206) 217-6232
Safety Office	(206) 217-6232
Sector Portland	
Watchstander	(503) 240-9301
Port Operations	(503) 240-9379
Pacific Strike Team	(415) 883-3311
District 13:	
MEP/drat	(206) 220-7210
Command Center	(206) 220-7001
Safety Officer	(206) 220-7242
Public Affairs	(206) 220-7237
Vessel Traffic Service (VTS)	(206) 217-6050

Environmental Protection Agency (EPA)

Region 10 Spill Response	(206) 553-1263
Washington Ops Office	(206) 753-9083
Oregon Ops Office	(503) 326-3250
Idaho Ops Office	(208) 334-1450
RCRA/CERCLA Hotline	(800) 424-9346
Public Affairs	(206) 553-1203

National Oceanic Atmosphere Administration

Scientific Support Coordination	(206) 526-6829
Weather	(206) 526-6087

Department Of Interior

Environmental Affairs	(503) 231-6157 (503) 621-3682
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U.S. Navy

Naval Shipyard	(360) 476-3466
Naval Base Seattle	(360) 315-5440
Supervisor of Salvage	(202) 695-0231

Army Corps Of Engineers

Hazards to Navigation	(206) 764-3400
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Response Contractors

Fred Devine	(503) 283-5285
Global Environmental	(206) 623-0621
NRC Environmental	(503) 283-1150
US Environmental	(866) 876-7745

Washington State

Department of Ecology:	
Headquarters	(206) 407-6900
SW Regional	(360) 407-6300
NW Regional	(425) 649-7000
Central Regional	(509) 575-2490
Eastern Regional	(509) 456-2926
Emergency Management Division	(360) 438-8639 (800) 258-5990

Oregon State

Department of Environmental Quality	
Headquarters (Portland)	(503) 229-5153
Northwest Region (Portland)	(503) 229-5263
Eastern Region (Bend)	(541) 338-6146
Eastern Region (Pendleton)	(541) 278-4063
Western Region (Yaquina Bay Branch)	(541) 269-2721
Western Region (Eugene)	(541) 686-7838
Western Region (Medford)	(541) 776-6010
Western Region (Salem)	(503) 378-8240
Emergency Management	(503) 378-6377 (800) 452-0311
(In state)	(800) OILS-911
Stop Oregon Litter & Vandalism	(503) 647-9855

Confederated Tribes of Siletz Indians

Environmental Protection	(541)-444-8226
Fisheries and Wildlife	(541)-444-8286
Aquatic Projects	(541)-444-8294

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HOW TO USE THIS GEOGRAPHIC RESPONSE PLAN

Purpose of Geographic Response Plan (GRP)

This plan prioritizes resources to be protected and allows for immediate and proper action. By using this plan, the first responders to a spill can avoid the initial confusion that generally accompanies any spill.

Geographic Response Plans are used during the emergent phase of a spill which lasts from the time a spill occurs until the Unified Command is operating and/or the spill has been contained and cleaned up. Generally this lasts no more than 24 hours. The GRPs constitute the federal on-scene coordinators' and state on-scene coordinators' "orders" during the emergent phase of the spill. During the project phase the GRP will continue to be used, but with input from natural resource trustees.

Strategy Selection

Chapter 4.1 of the GRP contains complete strategy descriptions in matrix form and response priorities. The accompanying maps are located in Chapter 4.2. The strategies depicted in Chapter 4.2 will be implemented after reviewing on scene information including: tides, currents, weather conditions, oil type, initial trajectories, etc.

It is important to note that strategies rely on the trajectory of the spill. A booming strategy listed as a high priority would not necessarily be implemented if the spill trajectory and location did not warrant action in that area.

Chapter 6 outlines the sensitive resources requiring protection and the seasonality of their sensitivity. This information must be consulted before strategies are implemented as there may be flight restrictions associated with a resource. Flight restriction information is also found in chapter 6.

Response Equipment

A table outlining equipment availability and response times is being developed for this geographic response plan. In the interim, strategies will be deployed in the order equipment arrives on scene and as directed/selected by the on-scene coordinator.

Response Documentation

First responders are requested to document their actions using the ICS 201-OS (Appendix B).

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Yaquina Bay, Oregon

GEOGRAPHIC RESPONSE PLAN

1. Introduction: Scope of this Project

Geographic Response Plans are intended to help the first responders to a spill avoid the initial confusion that generally accompanies any spill. They prioritize resources to be protected and allow for immediate and proper action.

GRPs are developed for marine waters of Washington and Oregon State, the Columbia River, and the inland areas of Washington, Oregon and Idaho. They are prepared through the efforts of the Washington Department of Ecology, Oregon Department of Environmental Quality, Idaho State Emergency Response Commission, the U.S. Coast Guard, and the Environmental Protection Agency.

GRPs are developed through workshops involving federal, state, and local oil spill emergency response experts, representatives from tribes, industry, ports, environmental organizations, pilots and response contractors. Workshop participants identify resources that require protection, develop operational strategies, and pinpoint logistical support.

The first goal of a GRP is to identify resources, physical features, hydrology, currents and tides, winds and climate that may affect response strategies. After compiling this information, sensitive resources are identified.

Secondly, response strategies are developed based on the sensitive resources noted, hydrology, and climatic considerations. Individual response strategies identify the amount and type of equipment necessary for implementation. The response strategies are then applied to likely spill scenarios for oil movement, taking into account factors such as wind and tidal conditions.

Finally, additional logistical support is identified, including:

- Location of operations center for the central response organization;
- Local equipment and trained personnel;
- Local facilities and services and appropriate contacts for each;
- Response times for bringing equipment in from other areas.

By using this plan as a guideline, the first responders to a spill can avoid the initial confusion that generally accompanies any spill. This plan prioritizes resources to be protected and allows for immediate and proper action.

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2. Site Description

Yaquina Bay lies in the mid-coast region of the Oregon coast, approximately 125 miles south of the Columbia River and about 216 miles north of the California border. A U. S. Coast Guard Station sits on the north side at river mile 1.2, and the south beach is home to the Hatfield Marine Science Center and Oregon Coast Aquarium.

2.1 Physical Features

Yaquina Bay is the fourth largest estuary in the Oregon coastal zone, covering 3,910 acres at mean high tide. Wetlands encompass 1,353 acres, including 534 acres of mud flats and 819 acres of tidal marshes. Army Corps alterations include two jetties, channels and turning and small boat basins.

Because of the extensive amount of shallows, the bay is very important biologically, playing a vital role in primary production and providing nurseries, breeding grounds, critical habitats, and nesting areas for numerous organisms. It also has a substantial migratory salmon population and is an important stop over and resting area for numerous migratory waterfowl. Yaquina Bay is one of the major recreational centers of the Oregon Coast with activities including shore and boat fishing, clamming, and beach combing. The city of Newport harbors a large commercial fishing fleet and several fish processing plants. The bay sustains a commercial oyster industry and a salmon aquaculture industry. The estuary is also notable for the large eelgrass beds, which are found in the lower and middle portions of the bay.

2.2 Hydrology

Yaquina River discharge is a principal factor affecting the hydrology of Yaquina Bay. During the summer and early fall, the volume of salt-water intrusion substantially exceeds the volume of fresh water discharged into the estuary from the river. Under this condition, tidal action forces mixing of the fresh and salt water to the extent that on a given cross section through the estuary, the salinity is essentially constant from top to bottom. With this flow regime, there is a general slow net drift of water outward at all depths measured at about one-tenth of a knot. The back and forth tidal motion is superimposed on this slow, outward drift.

During the winter when river discharge is high, fresh water flowing downstream partially overrides the more dense saline water forced inland by the tides. Although salinity is least at the surface due to the dilution from fresh water and is greatest near the bottom, salinity changes in the vertical direction are usually gradual. With this regime, there is upstream movement of saline water at the bottom with a superimposed back and forth tidal movement and a downstream movement at the surface.

River flow ranges from 1.3 cubic meters per second in the late summer to 87 cubic meters per second in winter. The tidal prism will thus range from 27 miles upstream during low flows to 20 miles upstream during high flows.

2.3 Currents and Tides

Tides in Yaquina Bay are of the mixed semidiurnal type with paired highs and lows of unequal duration and amplitude. The mean tidal range at Newport is 6.0 feet, the diurnal is 7.9 feet, and the extreme is 11.5 feet. The tidal range increases upstream to Toledo where the mean range is 6.8 feet. The time difference between peak tides at Newport and Toledo is approximately 50 minutes. The head of

tide is at Elk City at river mile 26 and has about a two-hour lag time from Newport.

Currents resulting from tidal action range from 4.0 feet per second at the entrance of the bay to about .5 feet per second at Toledo. Maximum ebb current velocities are slightly greater than flood current velocities due to the effects of river discharge. The maximum velocities occur in the navigation channel and in the entrances to the numerous sloughs such as Parker Slough, Johnson Slough, and McCaffrey's Slough.

2.4 Winds

The sheltered nature of Yaquina Bay will be advantageous for dealing with oil spill response. In the narrow upper bay, particularly, winds will be a minor factor. On the coast however, winds and currents will cause the oil to drift north in the winter and south in the summer.

2.5 Climate

Rather mild and fairly uniform air temperatures mark the climate of the Newport area. The average temperature in January is 43.5°F while in August it is 58°F. Water temperatures are fairly constant, normally in the low 50's except in the upper bay in late summer.

2.6 Risk Assessment

Roads parallel much of Yaquina Bay and The Yaquina River and the possibility for transportation accidents is present. In most cases the lower river is slow moving and presents good booming prospects. If response is quick enough, oil may be contained in the river before it reaches the sensitive areas in the bay. The Georgia Pacific Facility in Toledo presents the most likely source of a major spill upstream of the bay. No oil pipelines exist in the vicinity of Yaquina Bay.

Little shipping activity occurs today in Yaquina Bay. No tank vessels transit and aside from occasional lumber ships, most activity centers around the extensive commercial fishing boat traffic. Many of these fishing boats are refueled by mobile transportation facilities. Ships that enter, dock at Port of Newport's Terminal 1 and 2 located on the north shore about River Mile 2.

In-place response resources in Yaquina Bay are limited to approximately 4300 feet of boom owned or controlled by the USCG station, Ports of Newport and Toledo, Newport and Toledo Fire Departments, and Georgia Pacific (see Section 7). The Port of Newport has also made arrangements with response contractors to provide standby support whenever commercial vessels enter the bay.

3. Reference Maps

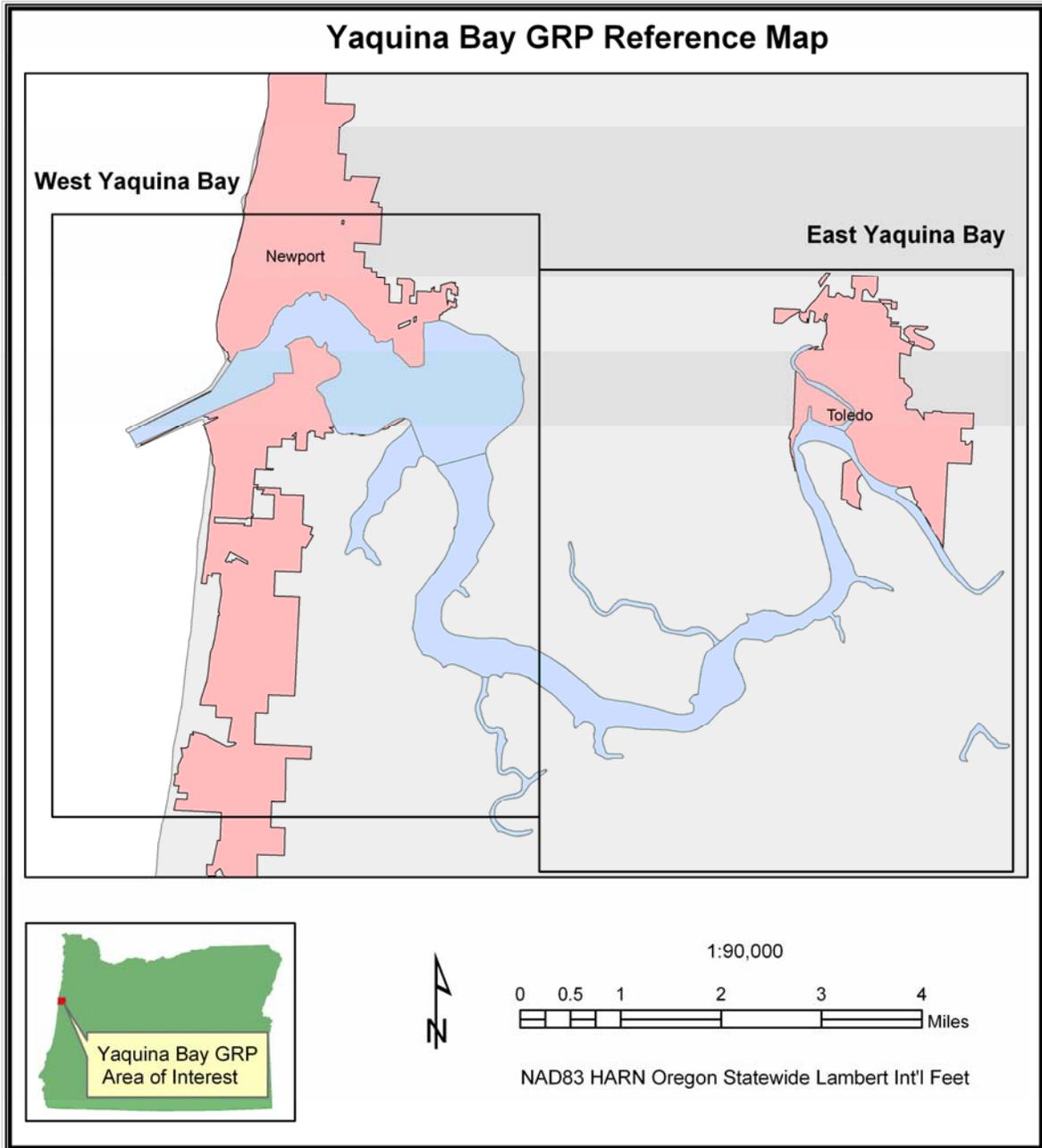


Figure 3.1 Yaquina Bay GRP Reference Map

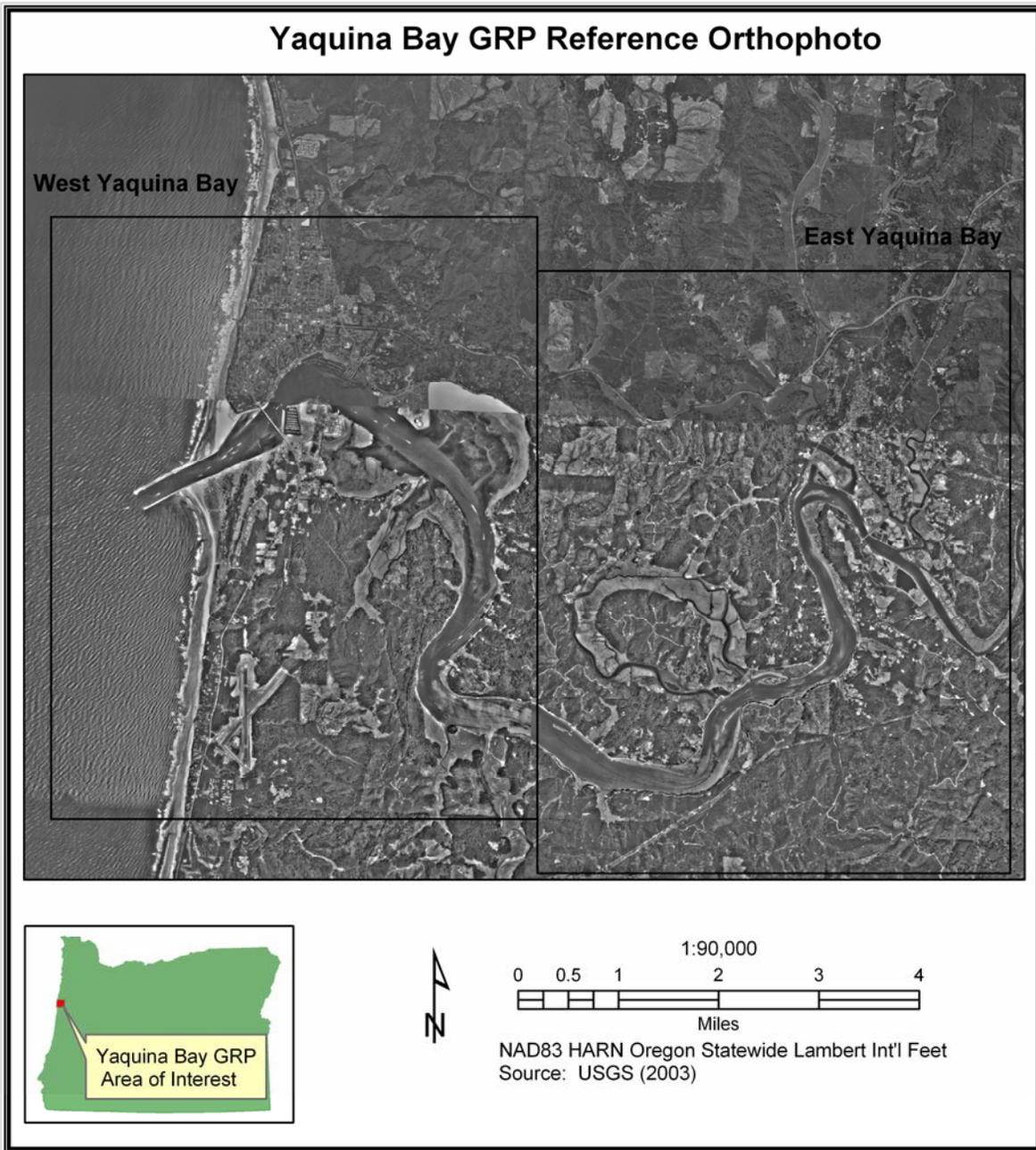


Figure 3.2 Yaquina Bay GRP Reference Orthophoto

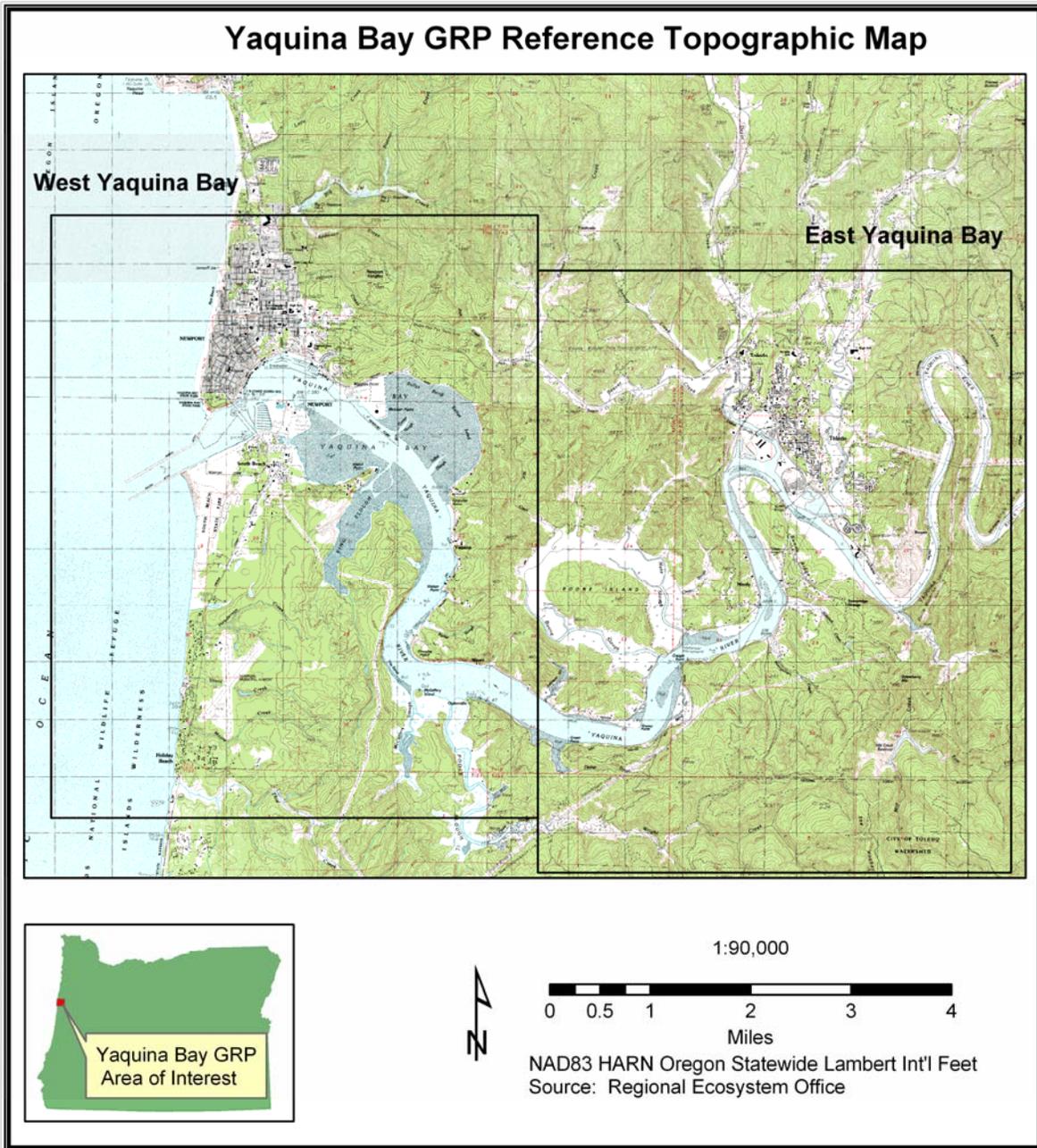


Figure 3.3 Yaquina Bay GRP Reference Topographic Map

4. General Protection/Collection Strategies

4.1 Chapter Overview

This chapter details the specific response strategies and resources to protect as outlined by the participants of the Yaquina Bay GRP workshops. It describes, among other things, the strategies determined for each area. Other pertinent information necessary for proper implementation of scenarios is found in chapters five and six. This information includes shoreline types, habitats, wildlife areas, economic areas, sensitive marine areas, archeological sites, and flight restriction zones that may be implemented by the OSC if necessary.

Sectors

The Yaquina Bay **geographic region** is divided into two **sectors** (east and west) as shown by the reference maps in chapter three.

Maps

The maps in this chapter provide information on the specific location of strategy points. They are designed to help the responder visualize response strategies in relation to valuable wildlife and archeological locations, economic areas, and sensitive marine areas. Maps are grouped in their respective subject matter areas. For a complete list of all maps contained in this GRP refer to the Table of Figures on pages viii and ix.

- **Protection/Collection maps** provide information on the specific location of strategy points. These maps are designed to help the responder visualize response strategies in relation to valuable wildlife and archeological locations, economic areas, and sensitive marine areas.

Tables

This chapter contains tables, which are placed in their respective subject matter areas.

- **Scenario Response Priority Strategies** details the order in which strategies will be implemented based on various local scenarios.
- **Response Strategy Table** describes amongst other things, the details of the response strategies, indicates the purpose of the strategy and lists special considerations that may be needed to carry out the strategies.

Major Protection Techniques

All response strategies fall into one of three major techniques that may be utilized either individually or in combination. The strategies listed in 4-2 are based on one or more of the following techniques:

Dispersants:

Chemicals can be used to break up slicks on the water. Dispersants can decrease the severity of a spill by speeding the dissipation of certain oil types. Their use will require approval of the Unified Command. Dispersants will only be used in offshore situations under certain conditions, until the Area Committee makes further determinations and publishes them in the Area Contingency Plan.

In Situ Burning:

If possible, an oil slick may be set on fire. Burning must be authorized by the Unified Command, who confer with state and local air and water quality authorities. This option is often preferable to allowing a slick to reach the shore. This method works on many types of oil, and requires special equipment including a fire boom and igniters. In Situ Burning will only be allowed when consistent with the Northwest Area Contingency Plan's In-Situ Burning Policy and Guidelines.

Mechanical Recovery Strategies:

If a spill is too close to the shore to use In Situ burning or dispersants, the key strategies are to use collection, diversion, or exclusion booms to contain the slick and prevent it from entering areas with sensitive wildlife and fisheries resources. This will be attempted through the use of various booming strategies.

Further Details

For additional information on protection techniques see the NWA Shoreline Countermeasures Manual and Matrices (<http://www.rtt10nwac.com/files/nwacp/9640.pdf>) and the NWACP Best Management Practices (<http://www.rtt10nwac.com/files/nwacp/9680.pdf>).

4.2 Protection/Collection Maps

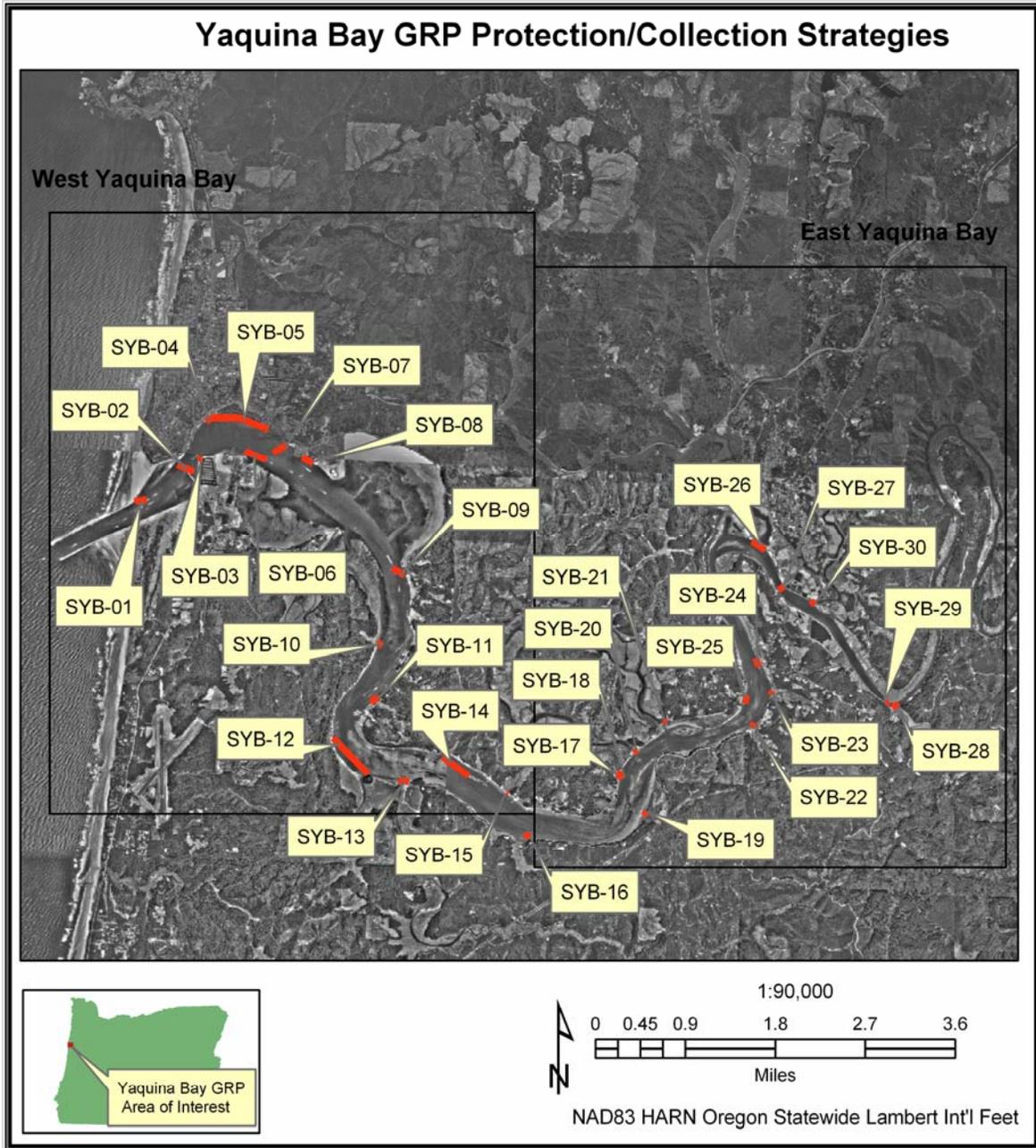


Figure 4.0 Yaquina Bay Protection/Collection Strategies

Table 4-1. West Yaquina Bay Protection/Collection Strategies Information

Strategy Number	Status	Location	Response Strategy	Length & Type of Boom	Strategy Implementation /Feasibility	Staging Area	Site Access	Resources Protected & comments		
SYB-1	Field tested 7/5/2005. Strategy changed	Entrance to Yaquina Bay. N Entrance breakwater jetty	Deflection to S side of entrance for shoreline collection on W side of Marina jetty.	700' hard	Anchor boom to jetty at SE point where breakwater jetty begins angling to NE. Boom should extend out to secured to Green buoy #7.	South Beach Marina	By boat from marina or USCG Station. By land from State park.	Yaquina Bay		
Replaces SYB-34		44° 37.1' N							124° 04.07' W	
SYB-2	Field tested 7/5/2005. Strategy changed	Entrance to Yaquina Bay – S Bridge Pier pilings to South Beach Marina W Jetty.	Deflection for shoreline recovery on sand beach	900' hard	Deploy boom on angle from anchoring point on Western most piling protecting S pier of bridge, through fish pier, to anchoring point ½ way down W side of W Marina Jetty. Use fish pier as center anchoring point. Lay any excess boom less than one section along jetty riprap.	South Beach Marina	By boat.	Yaquina Bay		
Replaces SYB-2 & 3.		44° 37.52' N							124° 03.65' W	
SYB-3	Field Visit 7/5/2005. Was not tested due to marina traffic	South Beach Marina	Protection by Encapsulation	400' hard	Boom from west entrance jetty to east entrance jetty to encapsulate marina.	South Beach Marina	By boat.	Economic & recreational		
Replaces SYB-1		44° 37.45' N							124° 03.15' W	
SYB-4	Field visit 7/5/2005	Newport Shrimp	Protection	500'	Encapsulate Newport Shrimp and Undersea Gardens.	Newport	Boom should be delivered to site by boat. Water access from shoreside is limited.	Economic		
Replaces SYB-33		44° 37.77' N							124° 03.15' W	
SYB-5	Field test 7/5/2005	Embarcadero	Protection	3,500'	Deploy 3,500' of boom from as shoreside point E of Dock E and extending to a shoreside point just E of Newport Shrimp Plant. Boom should be deployed in overlapping legs of 500'-800'. This configuration will allow egress /ingress gates when oil conditions allow for boat movements in and out of harbor.	Newport	Boom can be delivered to site by either truck or boat. Boat will be required to anchor boom in channel.	Economic		
Replaces SYB-32		44° 37.72' N							124° 02.42' W	
		To							44° 37.83' N	124° 03.38' W

Yaquina Bay Geographic Response Plan

Strategy Number	Status	Location	Response Strategy	Length & Type of Boom	Strategy Implementation /Feasibility	Staging Area	Site Access	Resources Protected & comments
SYB-6	Field tested 7/5/2005. Strategy changed	Hatfield Marine Science Center Dock	Deflection on flood tide from Idaho Flats to main channel for recovery.	800' hard	Angle from anchor point at SE point of dock to red fixed aid #12 and secure to aid.		By boat.	Idaho Flats. If skimmer available consider placing at end of boom in lieu of securing to fixed aid.
		44° 37.58' N						
		124° 02.67' W						
SYB-7	Field visit 7/5/2005	McClean Point	Deflection for collection/recovery	800'	Deploy 500' leg of boom from GCB#11 on 45 degree angle to NE to enhance the encounter rate for SYB ___ when oil is coming from seaward end of bay.	Newport	Boom can be delivered to site by either truck or boat. Boat will be required to anchor boom in channel.	Environmental
44° 37.52' N								
124° 02.12' W								
SYB-8	Field visit 7/5/2005	Newport Terminal	Deflection for Collection Recovery	800'	Deploy 800' leg of boom from anchoring point 1/3 down E or W side of terminal basin depending on direction oil is coming from. Boom should be deployed on a 35-45 degree angle in SW direction if on the E side or to SE if on the W side of basin. Skimmer should be staged at shoreside end of boom.	Newport	Boom can be delivered to site by either truck or boat. Boat will be required to anchor boom in channel.	Environmental. Consideration should be given to using VOSS at end of boom in lieu of anchoring booms.
44° 37.48' N								
124° 01.83' W								
Replaces SYB-31								
SYB-9	Field test 7/5/2005	Coquille Point	Protection and/or collection recovery	700'	Deploy boom at 35-45 degree angle from boat ramp on RDB downsteam from DM #17. Boom can be angled downstream or upstream depending on direction oil is coming. Depending on type of skimmer available, recovery can occur at either river channel end of boom or at shoreside end of boom. If oil is coming from up stream, deflection will also push oil away from Sally's Slough.	Newport	Boom should be delivered to site by truck. Boat will be needed to anchor boom.	Environmental - Sally's Slough & Center Slough
44° 36.67' N								
124° 00.67' W								
New Strategy								

Yaquina Bay Geographic Response Plan

SYB-10	Field Visit 7/5/2005	Creek across from Weiser Pt.	Protection	300' hard	Deploy boom in chevron configuration.	South Beach or River Bend Marinas	By boat.	At low tide deploy boom and reconfigure when tide allows.
Replaces SYB-9		44° 35.95' N						
		124° 00.93' W						
SYB-11	Field Test 7/5/2005	Parker Slough	Protection	200' hard	Deploy boom in chevron configuration using fence posts/stakes or other anchoring points on either side of bridge/culvert on river side.	Newport or Toledo	Boom should be delivered to site by truck. Small punt may be needed to deploy anchor or attach to piling. Boom should be lined with sorbent sweep if Vac Truck/skimmer is not available.	Environmental - Parker Slough
		44° 34.40' N						
Replaces SYB-30		124° 00.94' W						
SYB-12	Field tested 7/5/2005	McCaffery Slough	Protection	2600' hard	Anchor boom at shoreside point of private dock on island and extend west to protect slough and oyster farm barges.	South Beach or River Bend Marina.	By boat.	McCaffery Slough and Oregon Oyster economic resources. Consideration should be given to training oyster farm boat operators on how to deploy booms with their equipment.
		44° 34.72' N						
Replaces SYB-10		124° 01.02' W						
SYB-13	Field tested 7/5/2005	Pooles Slough	Protection	500' hard	Anchor boom on shoreside points at entrance to slough and form chevron configuration. Stuff each shoreside connection point with sorbent boom on river side.	River Bend Marina	By boat.	Poole's Slough
		44° 34.65' N						
Replaces SYB-11		124° 00.48' W						

Yaquina Bay Geographic Response Plan

SYB-14	Field test 7/5/2005	Oregon Oyster & Slough	Protection	1,700' hard	Anchor boom at W or E shoreside end of oyster floats depending on tide and deploy boom entire length of operation, securing boom at opposite shoreline end. This will also encapsulate the slough which is behind the oyster floats. If time permits, place an additional section of boom at the bridge.	Newport or Toledo	Boom should be delivered to site by truck. Boat will be required to deploy boom.	Environmental and economic resource protection. Consideration should be given to training oyster farm boat operators on how to deploy booms with their equipment.
Replaces SYB-29		44° 34.87' N						
		123° 59.6' W						
SYB-15	Field visit 7/5/2005	Johnson Slough	Protection	100' hard	Deploy boom in chevron configuration using fence posts/stakes or other anchoring points on either side of bridge/culvert on river side.	Newport or Toledo	Boom should be delivered to site by truck. Small punt may be needed to deploy anchor or attach to piling. Boom should be lined with sorbent sweep if Vac Truck/skimmer is not available.	Environmental - Johnson Slough
Replaces SYB-28		44° 34.68' N						
		123° 58.25' W						
SYB-16	Field tested 7/5/2005	Flesher Slough	Protection	100' hard	Deploy boom in chevron configuration using fence posts/stakes or other anchoring points on either side of bridge/culvert on river side.	Toledo Boat Ramp	Boom should be delivered to site by truck. Small punt may be needed to deploy anchor or attach to piling. Boom should be lined with sorbent if Vac Truck/skimmer is not available.	May have to adjust and add sorbent liner to hard boom at high tide.
Replaces SYB-13A		44° 34.22' N						
		123°59.07' W						

Status Notes:

- (1) Field visit and field test conducted by DEQ and USCG, July 2005. Point of contact: Jack Wylie, DEQ, (503) 229-5716.
- (2) Port of Newport Spill, January 1996. Points of contact: USCG Sector Portland Response Department, (503) 247-4014 or Jack Wylie, DEQ, (503) 229-5716.
- (3) The following SYBs from the 2004 Yaquina Bay GRP were deleted: 4, 5, 6, 7, 8, 12, 13B, 18.

4.2.1 West Yaquina Bay

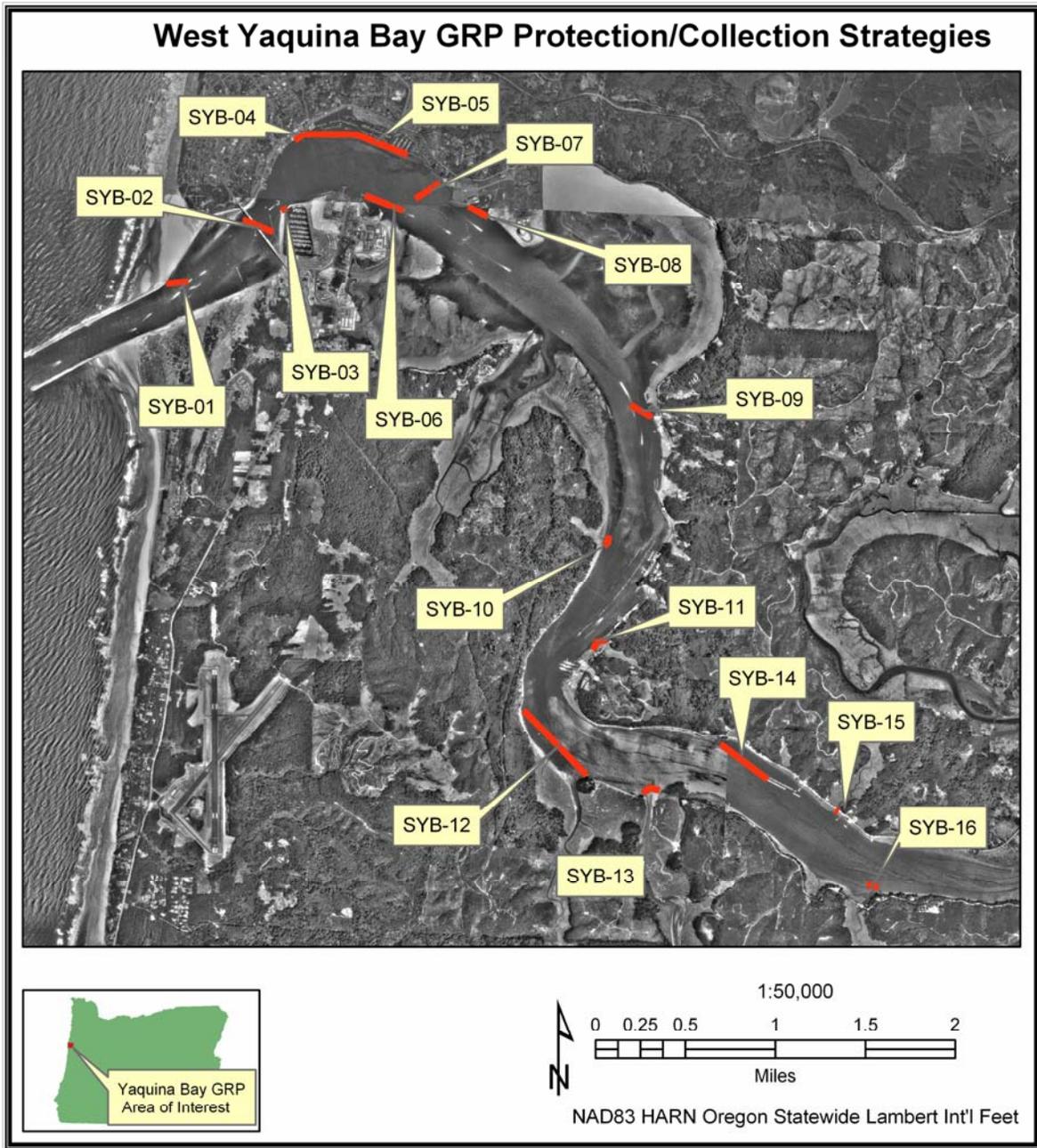


Figure 4-1. West Yaquina Bay Protection/Collection Strategies

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Table 4-2. East Yaquina Bay Protection/Collection Strategies Information

Strategy Number	Status	Location	Response Strategy	Length & Type of Boom	Strategy Implementation /Feasibility	Staging Area	Site Access	Resources Protected & comments
SYB-17	Field visit 7/5/2005	Boone Point Marsh	Protection	600' hard	Boom major inlets into marsh with hard boom and line with sorbent sweep.	Newport or Toledo	Boom should be delivered to site by truck. Boat will be required to deploy boom at inlets to marsh.	Environmental - Boone Point Marsh
Replaces SYB-27		44° 34.57' N						
		123° 58.02' W						
SYB-18	Field visit 7/5/2005	Boone Point	Protection	200' hard	Deploy boom in chevron configuration using fence posts/stakes or other anchoring points on either side of bridge/culvert on river side.	Newport or Toledo	Boom should be delivered to site by truck. Small punt may be needed to deploy anchor or attach to piling. Boom should be lined with sorbent sweep if Vac Truck/skimmer is not available.	Environmental - Boone Point
Replaces SYB-27		44° 34.57' N						
		123° 57.97' W						
SYB-19	Field tested 7/5/2005	Pigeon Springs Slough (AKA Blind Slough)	Protection	100' hard	Deploy boom in chevron configuration using fence posts/stakes or other anchoring points on either side of bridge/culvert on river side.	Toledo Boat Ramp	Boom should be delivered to site by truck. Small punt may be needed to deploy anchor or attach to piling. Boom should be lined with sorbent if Vac Truck/skimmer is not available.	May have to adjust and add sorbent liner to hard boom at high tide.
Replaces SYB-14 and 15		44° 34.53' N						
		123°57.45' W						

Yaquina Bay Geographic Response Plan

Strategy Number	Status	Location	Response Strategy	Length & Type of Boom	Strategy Implementation /Feasibility	Staging Area	Site Access	Resources Protected & comments
SYB-20	Field test 7/5/2005 Replaces SYB-26	Boone Slough	Protection/containment/rec overy	100' hard	Deploy boom in chevron configuration using fence posts/stakes or other anchoring points on either side of bridge/culvert on river side.	Newport or Toledo	Boom should be delivered to site by truck. Small punt may be needed to deploy anchor or attach to piling. Boom should be lined with sorbent sweep if Vac Truck/skimmer is not available.	Environmental - Boone Slough. Check valves under bridge slow flood water into slough but allow some leakage.
44° 35.01' N								
123° 57.75' W								
SYB-21	Field test 7/5/2005 Replaces SYB-25	Nute Slough/Hidden Valley	Protection/containment recovery.	200' hard	Deploy boom at angle between W end of bridge and small point where house is located. Use fence posts/stakes or other anchoring points on river side of bridge.	Newport or Toledo	Boom should be delivered to site by truck. Small punt may be needed to deploy anchor or attach to piling. Boom should be lined with sorbent sweep if Vac Truck/skimmer is not available.	Environmental - Nute Slough. Check valves under bridge slow flood water into slough but allow some leakage.
44° 35.36' N								
123°57.46' W								
SYB-22	Field test 7/5/2005 Replaces SYB 16	Arnold Creek (DM G43)	Protection and deflection for collection	300' hard	Fence posts for anchors on both side of inlet. Deploy boom in chevron configuration with 200' leg on down river side. Use pilings for midstream anchor. Boom will deflect oil to bridge/roadway where Vac truck or skimmer can recover.	Toledo boat ramp	Boom should be delivered to site by truck.. Small punt may be needed to deploy anchor or attach to piling. Boom should be lined with sorbent if Vac Truck/skimmer is not available.	Arnold Creek. Excellent recovery location. Good staging location. Shallow water, easy to anchor.
44° 35.25' N								
123°59.48' W								

Yaquina Bay Geographic Response Plan

Strategy Number	Status	Location	Response Strategy	Length & Type of Boom	Strategy Implementation /Feasibility	Staging Area	Site Access	Resources Protected & comments
SYB-23	Field test 7/5/2005	Bridge on Left Descending Bank (LDB) near DM 45.	Protection and deflection for recovery.	200' hard	Fence posts for anchors on both side of inlet. Deploy boom in chevron configuration with 100' leg on each side. Use anchor to form chevron toward river.. Boom will deflect oil to bridge/roadway where Vac truck or skimmer can recover.	Toledo boat ramp	Boom should be delivered to site by truck. Small punt may be needed to deploy anchor or attach to piling. Boom should be lined with sorbent if Vac Truck/skimmer is not available.	
Replaces SYB 16A		44° 35.62' N						
		123°59.2' W						
SYB-24	Field test 7/5/2005	Toledo Boat Ramp	Deflection for collection	800' hard	Boom should be deployed at approximately 35-45 degree angle depending on direction oil is coming from. When boom angle is in upstream direction there are pilings that can be used as anchors. Anchors may be required for downstream angle.	Toledo boat ramp	Boom should be delivered to site by truck.	
Replaces SYB-17		44° 35.93' N						
		123°56.25' W						
SYB-25	Field test 7/5/2005	Fred Wahl Marine Boat Yard	Deflection for collection/recovery	400'	Direction deployed will depend on spill location. Deploy boom at best angle to encounter and collect oil. Secure boom to shoreline point at boat yard giving best access for Vac truck or skimmer. May need either large anchor or double anchoring system to hold boom in channel.	Fred Wahl Marine Yard	Land owners permission will be required prior to deployment of resources.	Boom should be delivered to site by truck. Boat will be needed to deploy anchor or attach end of boom to piling.
Replaces SYB-24		44° 35.6' N						
		123°56.42' W						
SYB-26	Field test 7/5/2005	Depot Slough	Protection	800'	Boom should be secured to bank on NW side of entrance and then angled toward SE shore on opposite side at steepest angle possible. Should be possible to recover collected oil at SE side of boom.	Newport or Toledo	Boom can be delivered to site by truck, but will require boats for deployment.	NW & SE shorelines inaccessible by boat on ebb due to mudflats.
Replaces SYB-19		44° 36.98' N						
		123°54.57' W						
SYB-27	Field test 7/5/2005	Butler Bridge, entrance to GP Mill	Deflection for collection/recovery	600' hard	Deploy boom on 45 degree angle from pilings downstream of E side of bridge to concrete slab under bridge on W side at Pacific Marine Mill. Heavy current. Use 1/2" line for attaching boom to anchoring points.	Newport or Toledo	Boom should be delivered to site by truck. Small punt may be needed to deploy anchor or attach to piling.	Vac Truck or skimmer can be set up at parking lots on either side of bridge.
Replaces SYB-23		44° 36.57' N						
		123°56.08' W						

Yaquina Bay Geographic Response Plan

Strategy Number	Status	Location	Response Strategy	Length & Type of Boom	Strategy Implementation /Feasibility	Staging Area	Site Access	Resources Protected & comments
SYB-28	Field test 7/5/2005	Mill Creek	Protection	100' hard	Boom creek mouth at road culvert/bridge.	Newport or Toledo	Boom should be delivered to site by truck. Small punt may be needed to deploy anchor or attach to piling. Boom should be lined with sorbent if Vac Truck/skimmer is not available.	May have to adjust and add sorbent liner to hard boom at high tide.
Replaces SYB-20		44° 35.55' N						
		123°56.67' W						
SYB-29	Field test 7/5/2005	Yaquina River in vicinity of Mill Creek	Deflection for protection and recovery	400' hard	Boom deployed across river at best angle to provide collection at side with best access.	Newport or Toledo	Boom should be delivered to site by truck. Small punt may be needed to deploy anchor or attach to piling.	
Replaces SYB-21		44° 35.93' N						
		123°56.25' W						
SYB-30	Field test 7/5/2005	Olalla Slough	Protection	400' hard	Boom at mouth of slough at best angle.	Newport or Toledo	Boom should be delivered to site by truck. Small punt may be needed to deploy anchor or attach to piling.	
Replaces SYB-22		44° 35.47' N						
		123°55.48' W						

Status Notes:

- (1) Field visit and field test conducted by DEQ and USCG, July 2005. Point of contact: Jack Wylie, DEQ, (503) 229-5716.
- (2) Port of Newport Spill, January 1996. Points of contact: USCG Sector Portland Response Department, (503) 247-4014 or Jack Wylie, DEQ, (503) 229-5716.
- (3) The following SYBs from the 2004 Yaquina Bay GRP were deleted: 4, 5, 6, 7, 8, 12, 13B, 18

4.2.2 East Yaquina Bay

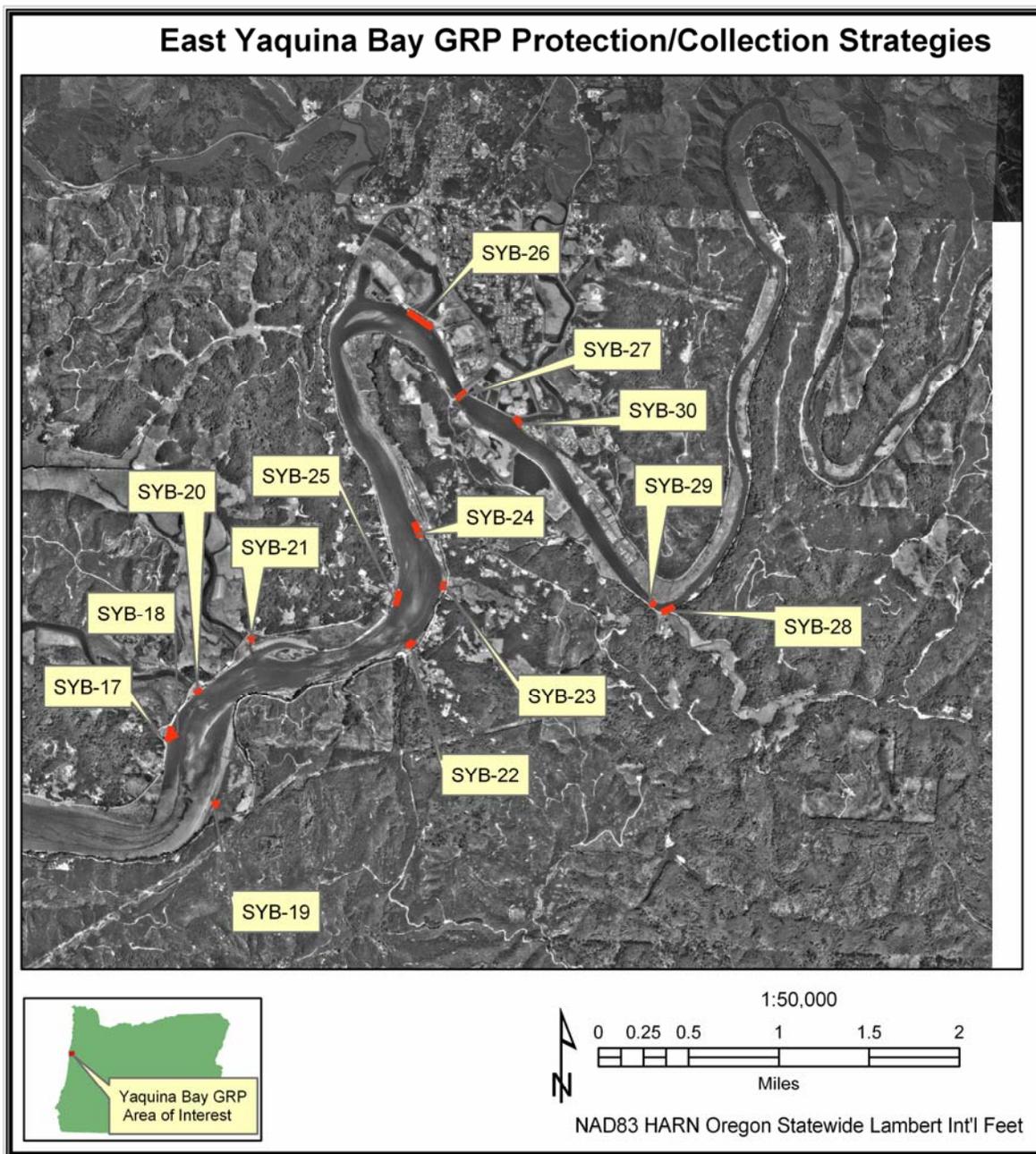


Figure 4-2 East Yaquina Bay Protection/Collection Strategies

4.3 Protection/Collection Priorities for Yaquina Bay Scenarios

The Protection/Collection Priority tables for scenarios 1 and 2 give a detailed list of the priorities for each scenario: oil moving toward bay-incoming tide, oil spilled in Toledo, outgoing tide.

Procedures:

Identify the appropriate scenario based on the available information, select the priority, identify the strategy and go to the appropriate table.

**Table 4-3. Oil moving toward Bay, Incoming Tide.
(Scenario 1)**

Priority	Strategy	Comments
1	SYB-2	Deflection to Collection
2	SYB-1	Deflection to Collection
3	SYB-4	Protect Water Intakes
4	SYB-5	Double boom marina
5	SYB-8	Collection

Refer to Table and Maps for exact locations of strategies.

**Table 4-4. Oil spilled in Toledo, Outgoing Tide.
(Scenario 2)**

Priority	Strategy	Comments
1	SYB-26	Protect Depoe Slough
2	SYB-27	Collect at Butler Bridge
3	SYB-24	Enhance natural collection
4	SYB-22	Protect Arnold Creek
5	SYB-25	Collection
6	SYB-21	Protect Nute Slough
7	SYB-17/18/20	Protect Boone Slough

Refer to Table and Maps for exact locations of strategies.

5. Shoreline Countermeasures

5.1 Chapter Overview

The following text and maps are in draft form, and are intended to serve as a training tool for countermeasure contingency planning and implementation for shoreline areas in Federal Region X. Shoreline countermeasure processes evolve to reflect increasingly efficient treatment techniques. Accordingly, the following information will be altered as new information is added.

5.2 Shoreline Type Maps

Shoreline types follow the NOAA Environmental Sensitivity Index classification (detailed at <http://response.restoration.noaa.gov/esi/guidelines/pdfs/chapter2.pdf>). The West Yaquina Bay Shoreline Types map is taken directly from the NOAA ESI Atlas CD. The East Yaquina Bay Shoreline Types map is taken from the Oregon Coastal Management Program – Department of Land Conservation and Development Vectorized Shoreline of Oregon and derived from NOAA-NOS coastal survey maps developed from 1922-1974 source data, with shoreline types applied from the August 1995 Yaquina Bay GRP with additional data from the Oregon Estuary Plan Book (see paragraph 6.1).

5.3 Oil Countermeasure Matrix

The Northwest Area Committee has developed a manual and a series of matrices as a tool for shoreline countermeasure response. The shoreline countermeasures matrices and manual are included as Chapter 9640 to the Northwest Area Contingency Plan which can be obtained from the [Regional Response Team Northwest Area Committee](http://www.rtt10nwac.com/nwacp_document.htm) (http://www.rtt10nwac.com/nwacp_document.htm). See also “Characteristic Coastal Habitats: Choosing Spill Response Alternatives” Job Aid at <http://response.restoration.noaa.gov/oilaid/coastal/coastal.html>.

Shoreline countermeasures following an oil spill are a critical element in determining the ultimate environmental impact and cost resulting from a spill. Local response organizations and agencies have developed mechanisms for identifying shorelines requiring treatment, establishing treatment priorities, monitoring the effectiveness and impacts of treatment, and for resolving problems as the treatment progresses.

Each section of the NWACP manual has been adapted to the specific environments, priorities, and treatment methods appropriate to the planning area. These elements provide the information needed to select cleanup methods for specific combinations of shoreline and oil types. Local information on shoreline types can be obtained from Environmental Sensitivity Index (ESI) atlases prepared by NOAA for northern and southern Puget Sound, the Washington and Oregon coast, and the Columbia River and the following maps.

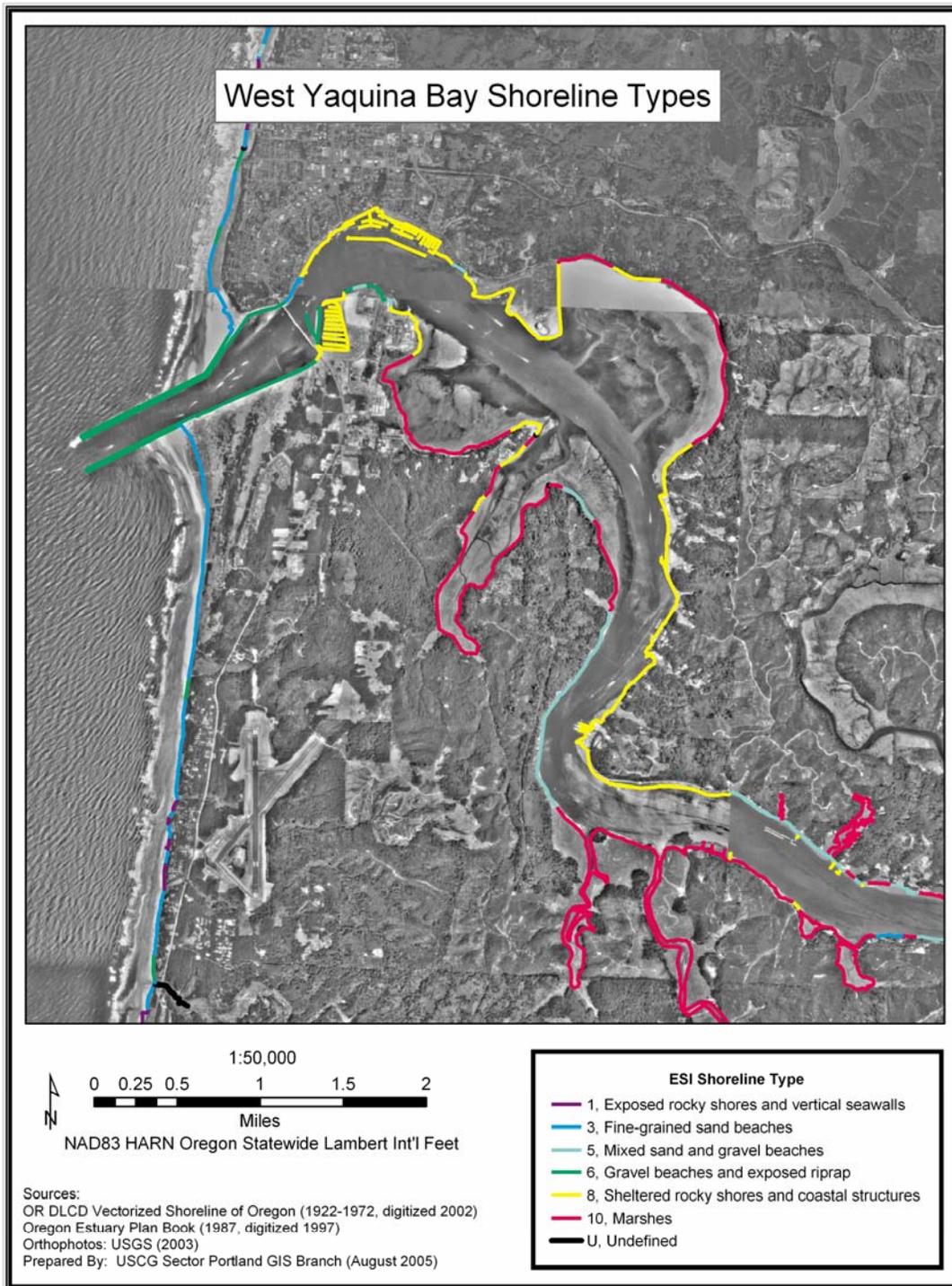


Figure 5-1. West Yaquina Bay Shoreline Types

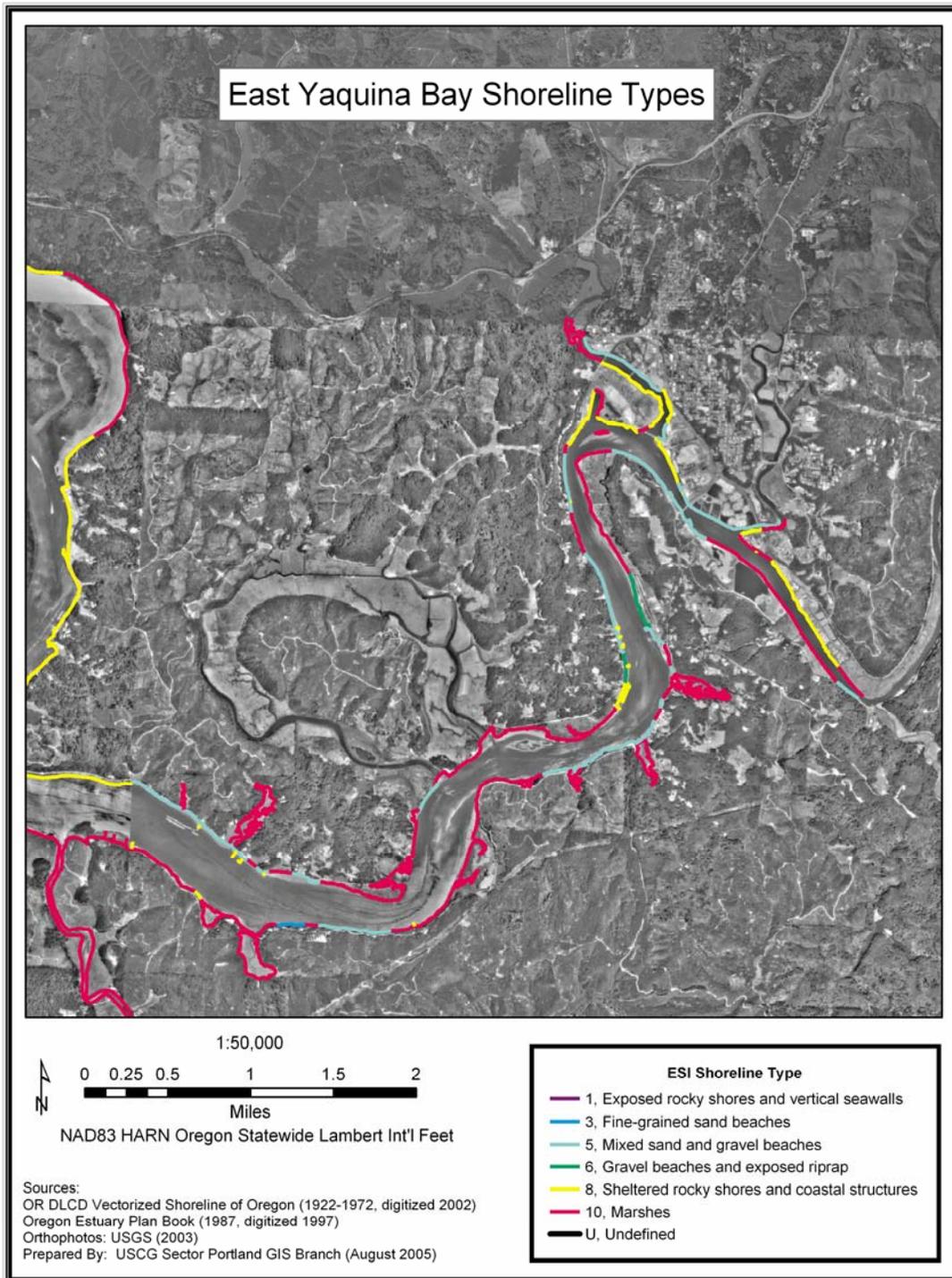


Figure 5-2. East Yaquina Bay Shoreline Types

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6. Sensitive Resource/Wildlife Flight Restriction Information

Yaquina Bay habitat maps represent estuary habitats defined by Oregon Department of Fish and Wildlife. Habitat maps (Figure 6.1a and 6.1b) are coded with a nine digit number that represents a hierarchical habitat structure. This data is taken from the Oregon Estuary Plan Book, 1987, digitized by the Oregon DLCDC in 1997, and available at www.inforain.org/mapsatwork/oregonestuary/oregonestuary_page13.htm.

6.1 Fisheries

Native oysters are sensitive in rocky intertidal areas of Yaquina Bay. See Section 6.7, Aquaculture.

6.2 Wildlife

To be provided by Oregon Department of Fish and Wildlife.

6.3 Marine Mammals

Harbor seals are sensitive to oiling, heavy boat traffic, and fly-overs.

Disturbance to marine mammals during oil spill response actions should be avoided at all times. Harassment of mammals by aircraft, boat and land activities causes animals to become agitated and engage in abnormal “avoidance” behaviors that are likely to increase the risk of exposure to oil contaminated areas. Of particular importance is to avoid disturbance of pinnipeds (seals and sea lions) on land haul-out areas. The more time these animals are allowed to rest on land, out of the water, the less chance for oil contamination.

6.4 Shorebirds, Waterfowl, and Raptors

To be provided by Oregon Department of Fish and Wildlife.

6.5 Cultural Resources and Tribal Concerns

Numerous archaeological sites and cultural resources are located in the *Yaquina Bay* Geographic Response Area. Many of these resources are located on the shoreline and in the intertidal zones, areas that face a great potential for irreversible damage from oil spills. Oregon state laws (ORS 97.740-.760 and ORS 358.905-.955) provide protection for archaeological sites in Oregon on both non-federal public and private lands.

The **State Historic Preservation Office (SHPO)** maintains a statewide archaeological inventory database that includes over 37,000 known archaeological sites. Information about these archaeological sites, such as their location and character, is considered sensitive information and withheld from public disclosure since this may create substantial risk of harm, theft, or destruction to the site.

The primary contact for the spill response must contact Oregon SHPO Archaeological Services staff immediately to determine whether their area of concern may contain any known archaeological sites or potential for containing archaeological sites.

In addition to contacting SHPO in the event of a hazardous spill on the coast of Oregon the following **Tribal Chair of Oregon Tribes** should be contacted:

**The Confederated Tribes of Grand Ronde
 The Confederated Tribes of Siletz
 The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians
 The Coquille Indian Tribe**

The Tribal Chairs and their staff will be best able to determine whether their tribe has an interest in the area of concern and will disseminate the information to appropriate tribal staff (e.g., cultural resources and natural resources). You can obtain the current contact information for the Tribal Chairs at the Oregon Legislative Commission on Indian Services website at <http://www.leg.state.or.us/cis/>.

6.6 Wildlife Resource/Flight Restriction Zones

Wildlife Resource/Flight Restriction zones are designed to protect shorebirds and marine mammals from aerial disturbances common during a spill response. The Wildlife Resource/Flight Restriction Table 6.1 details the location, protected resources, and applicable season for each flight restriction zone. The Code numbers refer to specific areas on the accompanying Figures.

6.7 Aquaculture

Aquaculture includes “cultivation” of the natural products of the water such as fish, shellfish, and plants under controlled conditions. Aquaculture is an important economic resource and can be significantly impacted by an oil or hazardous material spill.

“Approved” commercial aquaculture facilities are located on the Yaquina River between river mile 4.0 and 8.0 (between King Slough and Green Point) and within portions of both McCaffery Slough and Poole Slough. For current aquaculture information contact the Oregon Department of Agriculture Duty Officer through the Oregon Emergency Response System, 800 452-0311. Aquaculture facility operators should be notified if a spill threatens their resources so that they can take appropriate protective action.

Oyster growers and clam harvesters may move shellfish from one area to another on a frequent basis. Oyster growing is allowed on state leases, private tidelands, and port property outside of the approved area described above. Shellfish seed may be planted outside the approved area.

Shellfish Immediate Notification List includes but not limited to:

<u>Facility Name</u>	<u>Contact</u>	<u>Phone</u>	<u>Status</u>
Oregon Oyster Farms	Xin, Liu	541 265-5078	Active 2005
Brophy Oyster Co.	Brophy, Kenneth	541 270-3947	Active 2005
none	Foley, Tim	541 672-7342	Active 2005
Last Place On Earth	Marshall, Michael	541 931-3601	Inactive
none	Sinnhuber, Russ	541 867-3223	Inactive
none	Nydigger, James	541 926-9968	Inactive
none	Cassell, M. S.	541 265-2001	Inactive

Table 6-1 Wildlife Resource/Flight Restriction Table

A list of wildlife resources and any corresponding flight restriction zones is found below. Flight restriction zones are designed to protect shorebirds and marine mammals from aerial and terrestrial disturbances common during a spill response. The Code Numbers refer to specific wildlife areas on the accompanying figures.

Code	Location	Seabird Colony	Seabird Conc.	Waterfowl Conc.	Mammal Haulout	Sensitive Nesting Species	Shorebird Conc.	Seasonality of Resource												Flight Restriction
								Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
W-2					X															
W-3		X																		
W-4		X																		
W-5		X			X															
W-6				X			X													
W-7		X																		
W-8				X			X													
W-9				X			X													
W-10		X		X																
W-11						Raptors														
W-12		X		X			X													
W-13				X	X		X													
W-14		X																		
W-15				X																
W-16					X															
W-17		X																		
W-18		X			X															
W-19		X			X															
W-20					X															
W-21					X															
W-22				X		Raptors	X													
W-23						Raptors														
W-24						Raptors														
W-25	"Other Wildlife"																			
W-26						Raptors														
W-27					X															

 Months that resource is present in this location

All zones include a 1200 foot flight restriction and a 1000-1500 foot ground access restriction. Contact the state Department of Wildlife before entering restriction zones.

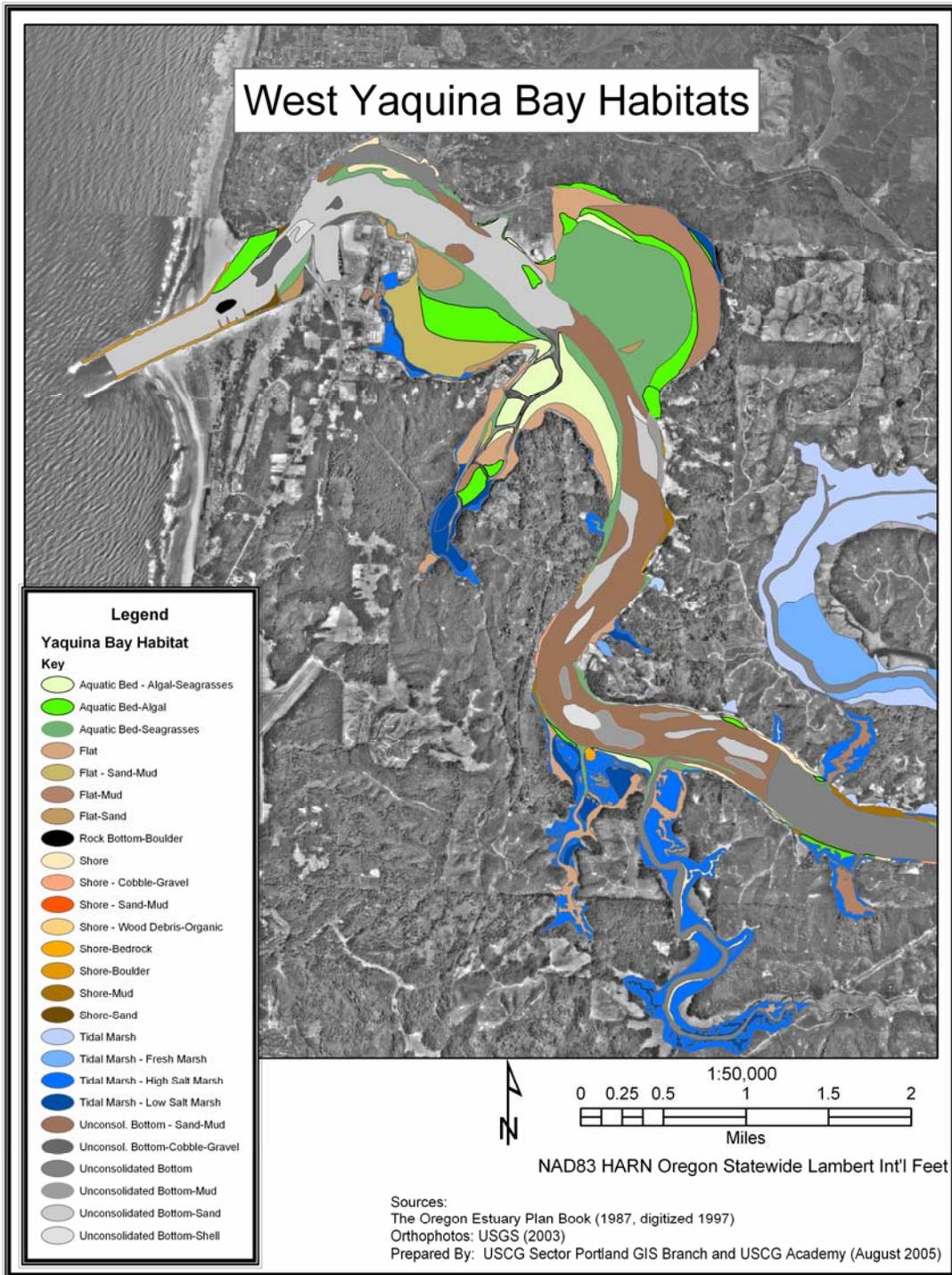


Figure 6-1a. West Yaquina Bay Habitats

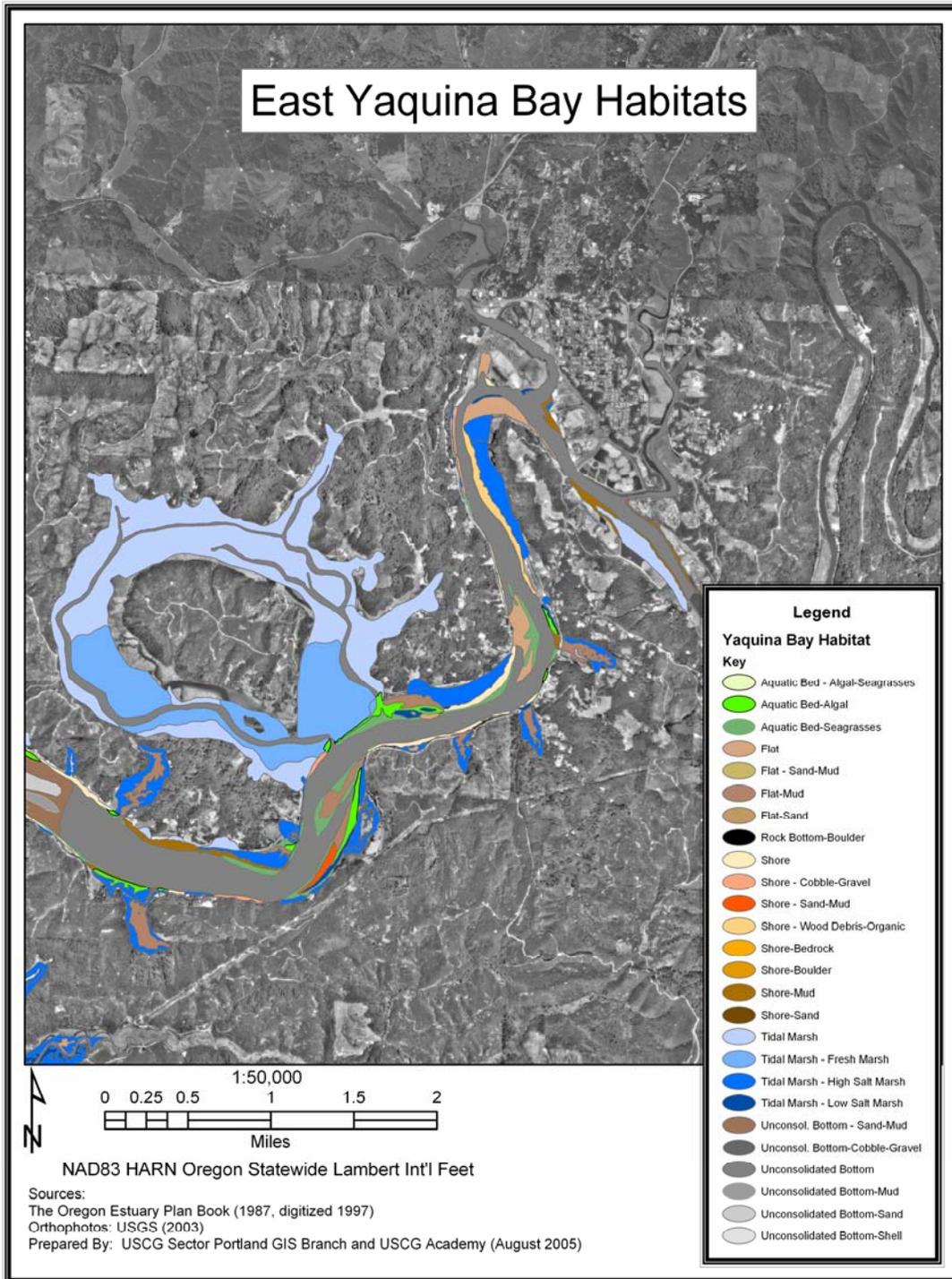


Figure 6-1b. East Yaquina Bay Habitats

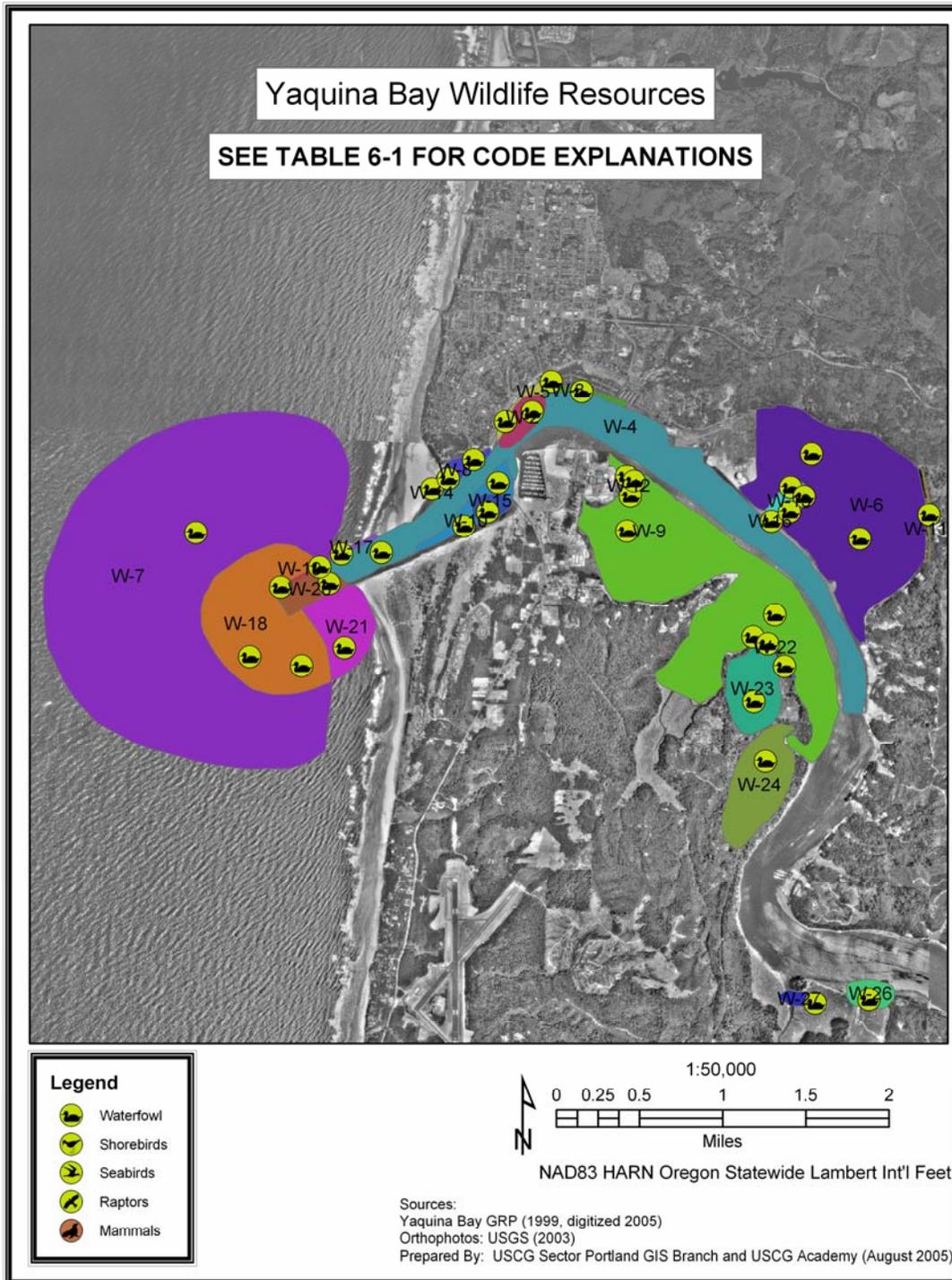


Figure 6-2. Yaquina Bay Wildlife Resources

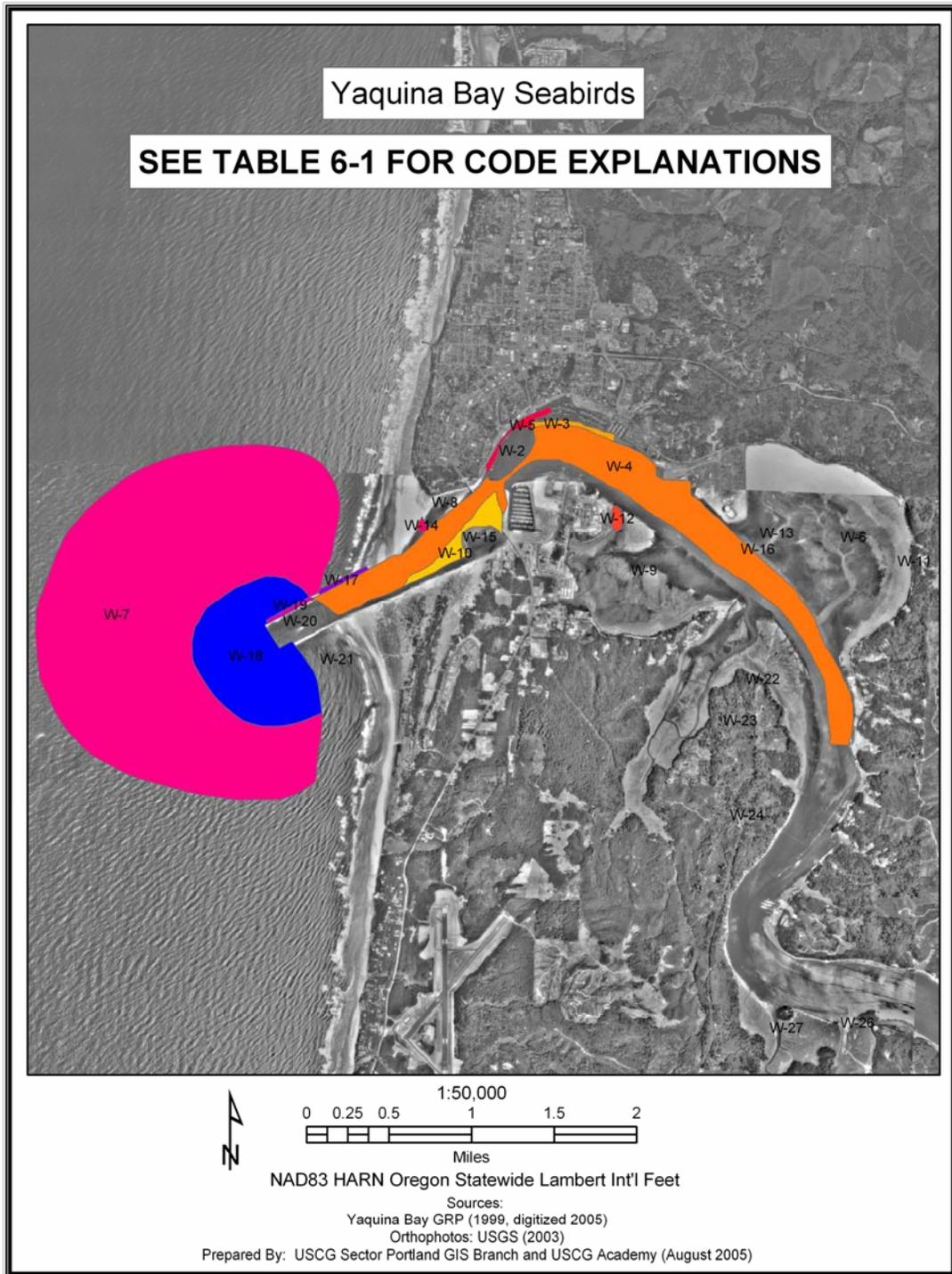


Figure 6-3. Seabirds

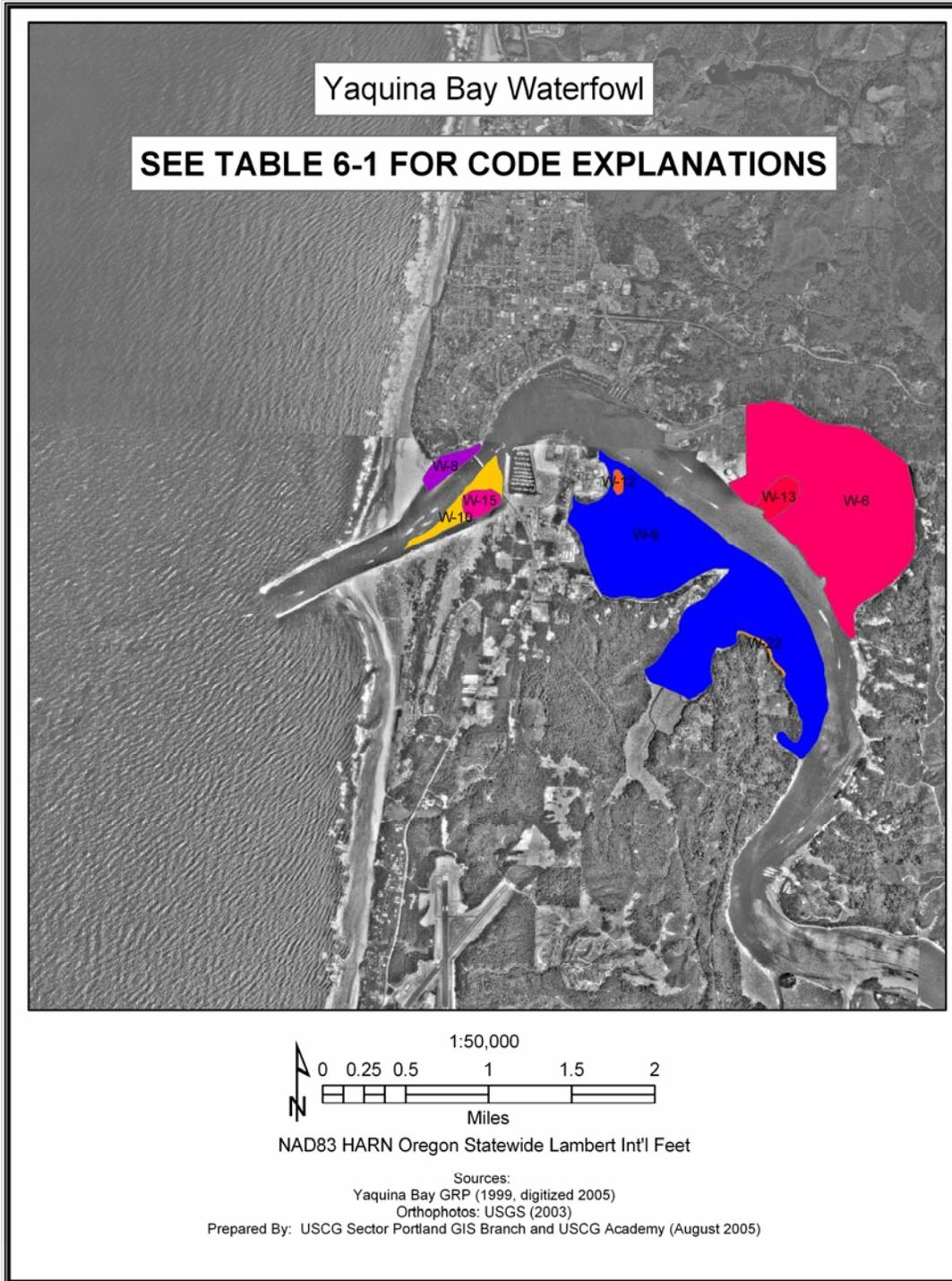


Figure 6-4. Waterfowl

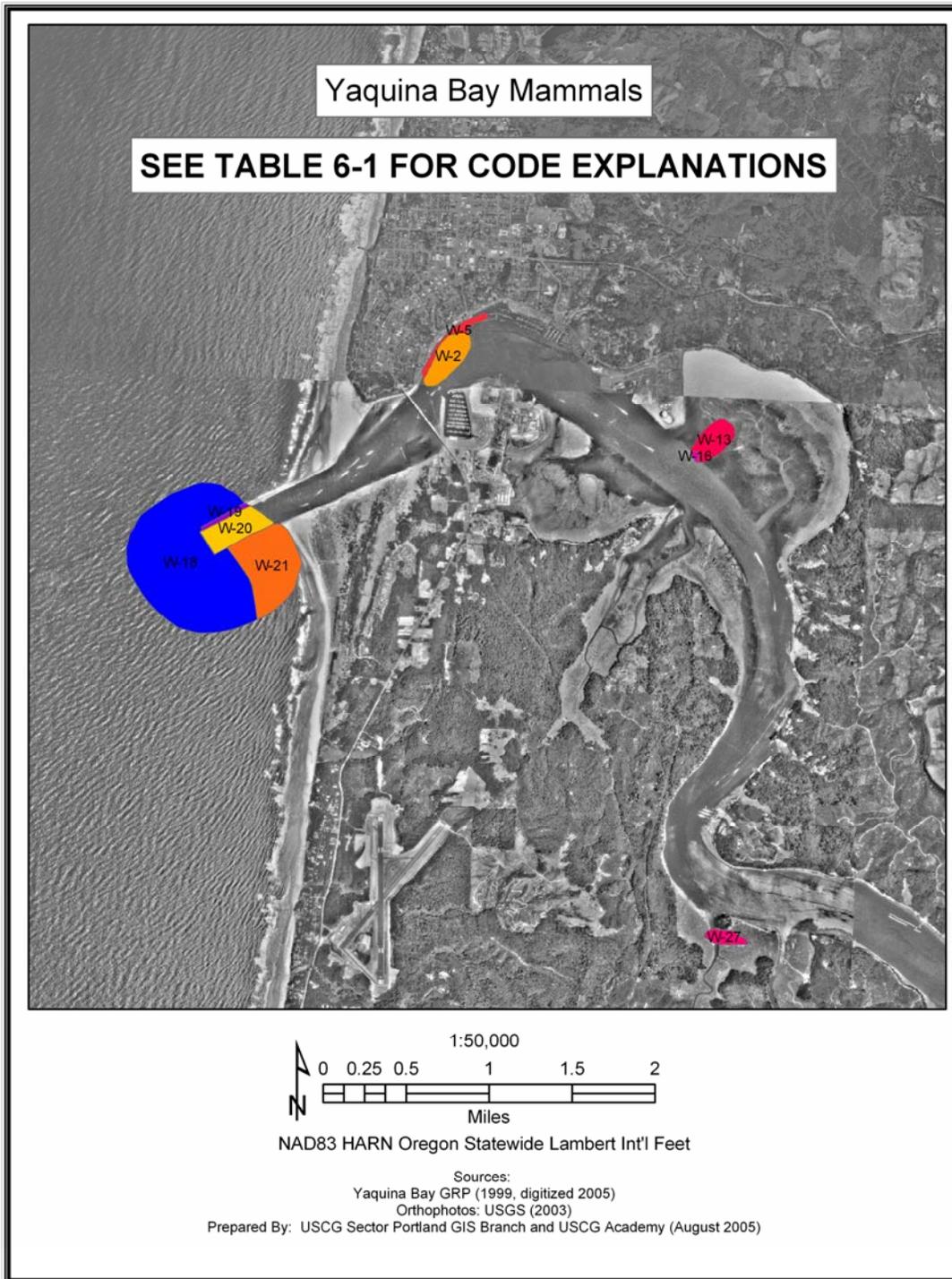


Figure 6-5. Mammals

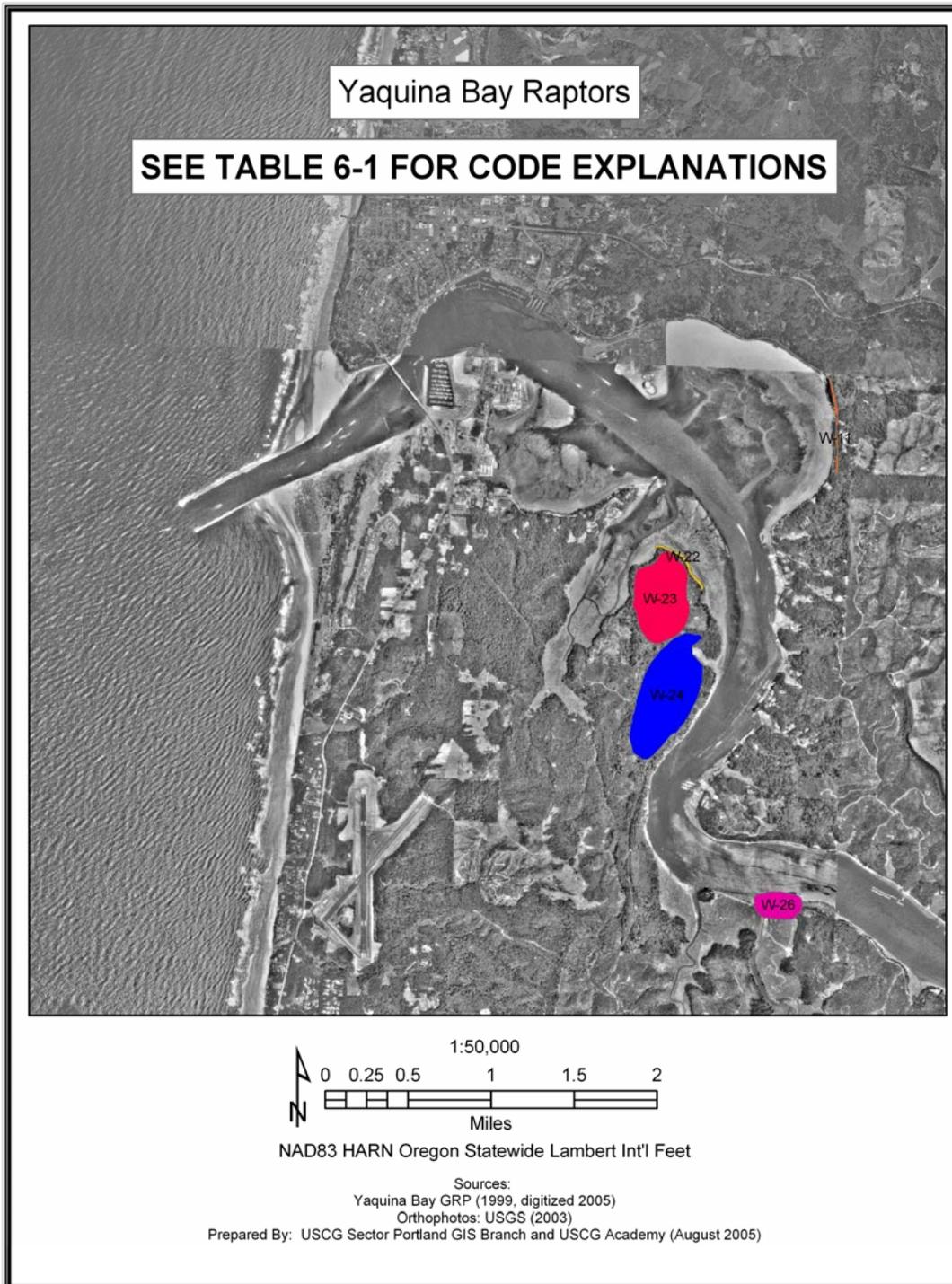


Figure 6-6. Raptors

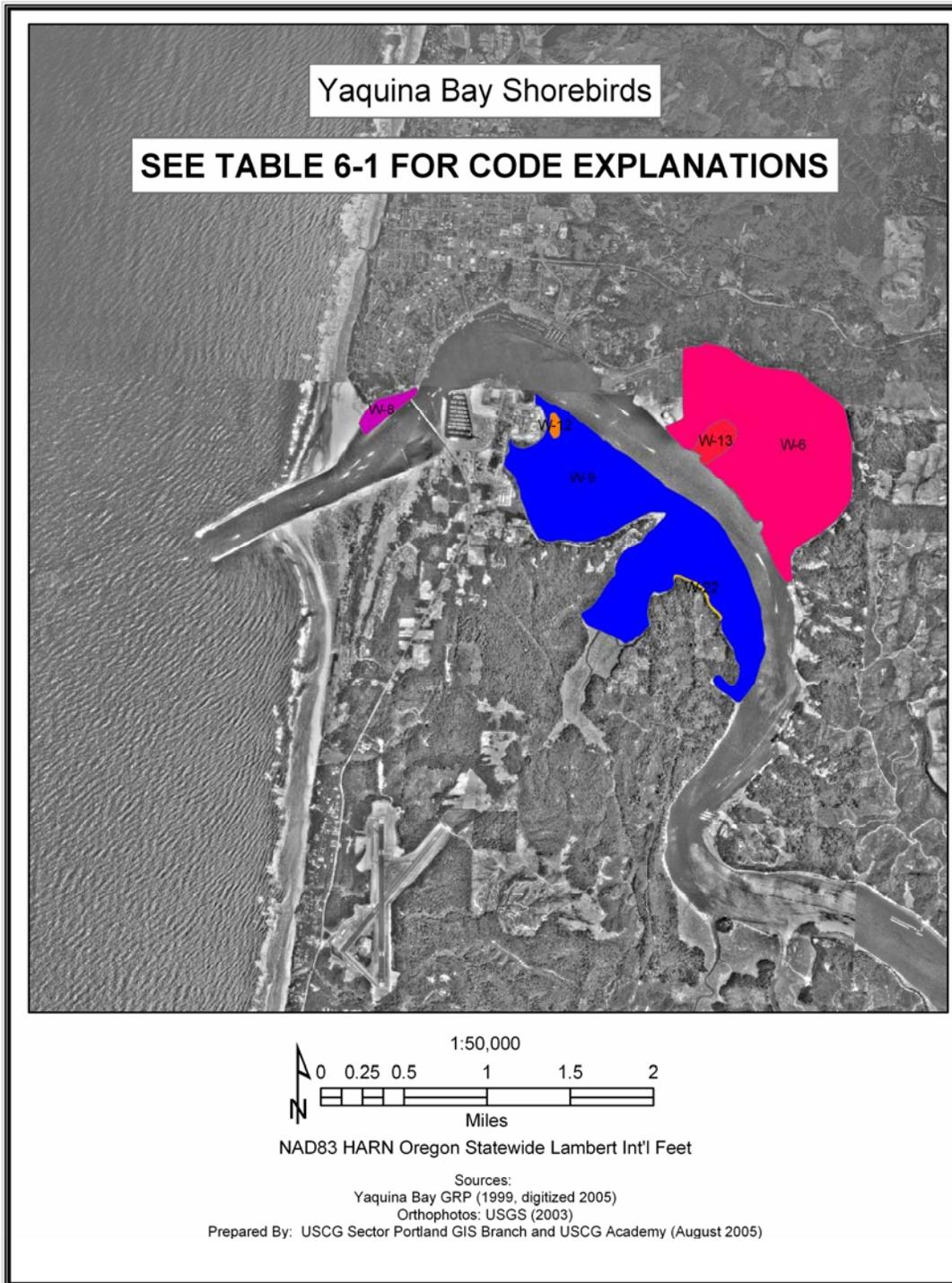


Figure 6-7. Shorebirds

7. Logistical Information

The following list was originally compiled at the Yaquina Bay Geographic Response Plan Workshop, held in Newport, Oregon on April 29-30, 1993 and continuously updated. Areas of information include command posts; communications; equipment cache locations; inventory of local support equipment; air support; access points to the bay; and other pertinent logistical support. Please send corrections or updates to <http://www.rrt10nwac.com/comments.asp> or contact USCG Sector Portland or the Oregon DEQ:

USCG Sector Portland
Response Department
6767 North Basin Ave
Portland, OR 97217-3992
(503) 247-4015

Oregon Department of Environmental Quality
Land Quality Division
811 SW Sixth Avenue
Portland, OR 97204
(503) 229-5716

Table 7-1, Logistical Information

Subject	Name	Characteristics	Contact	Phone #
Command Posts				
Yaquina Bay	Shilo Inn	Meeting Rooms, Lodging	Front Office http://www.shiloinns.com/Oregon/newport.html	(541) 265-7701
Yaquina Bay	Yaquina Terminal Building		Port of Newport http://www.portofnewport.com/	(541) 265-7758
Yaquina Bay	National Guard Armory	Meeting Rooms	SFC Nick Swanson	(541) 265-2761
Yaquina Bay	USCG Small Boat Station	boats, small meeting rooms, communications	USCG http://www.uscg.mil/d13/unit/s/grunbend/yaquina/	(541) 265-5381
South Beach	Hatfield Marine Science Center	Meeting Rooms/Expertise	Randy Walker http://hmsc.oregonstate.edu/	(541) 867-0260
Communications				
	Mobile Communications Van		Jim Hawley, County Emergency Manager	(541) 265-4231
	Cellular One	40 cellular phones	Clearice Smith	(541) 917-7287
	QWEST	cellular phones & portable faxes	KC Stayer or Desiree Campose	(800) 366-6478
	Telecomm	Paging services		(541) 265-7746
	State Highway Patrol	mobile comms to center		(541) 265-5354
Salem	Oregon Emergency Response	mobile communications network	Duty Officer	(800) 452-0311 or (800) OILS-911

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Subject	Name	Characteristics	Contact	Phone #
Everett, WA	MSRC	Mobile communications van	http://www.msrc.org/	(800) 259-6772
Equipment Cache Locations				
Toledo	Port of Toledo	200' 4" boom	Bud Shoemaker, Port Manager http://www.portoftoledo.org/	(541) 336-5207
Newport	USCG Small Boat Station	150' sorbent	Commanding Officer http://www.uscg.mil/d13/unit/s/grunbend/yaquina/	(541) 265-5381
Newport	Newport Fire Dept.	150' boom	Chief http://www.newportfire.net/	(541) 265-9461
Toledo	Toledo Fire Dept.	200' sorbent	William Ewing, Chief	(541) 336-3311
Toledo	Georgia Pacific	600-800' 4" & 1800' 8" boom	Dave Eckelman	(541) 336-8360
Newport	A. M. Hatton Chevron	Sorbent pads	Dave Hatton	(541) 336-2512
Newport	Port of Newport	1100' Sorbent	Don Mann or David Hesse http://www.portofnewport.com/	(541) 265-7758
Newport	Englund Marine	Sorbent, boom	Englund Marine http://www.englundmarine.com/contact_info/contact.shtml	(541)-265-9275
Inventory of Local Support Equipment				
Helicopter Support/Air Support				
Newport	USCG Station	1 helicopter (from North Bend)	Station Yaquina Bay http://www.orednet.org/~meastman/airport/onp.html	(541) 265-5381
Newport	USCG Auxiliary	3 fixed wing	Station Yaquina Bay http://www.cocas.com/	(541) 265-5381
Toledo	State Airport	Unattended, no services, unlit	OR Dept of Aviation http://www.airnav.com/airport/5S4	(503)-378-4880
McMinnville	Evergreen Helicopters	helicopters	Rory Bell, ext 4434 http://www.afia.com/evergreen.html	(503) 472-9361
Astoria	USCG Air Station	helicopters	Communications Center http://www.uscg.mil/d13/unit/s/gruastoria/default.htm	(503) 861-6214
Salem	State Police	Air support	http://egov.oregon.gov/OSP/	911
Access Points/Boat Ramps				
Yaquina Bay	Newport Marina	Boat access	Asphalt, parking, restrooms, fuel http://www.portofnewport.com/	(541) 867-3321
	Idaho Point Marina	Boat access	Concrete, parking, restrooms	(541) 867-3461

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Subject	Name	Characteristics	Contact	Phone #
	Riverbend Moorage	Boat access	Hoist, parking, restrooms, fuel	(541)-265-9243
	Sawyers Moorage	Boat access	Hoist, parking, restrooms, fuel	(541)-265-3907
	South Beach Marina	Boat access	Concrete, parking, restrooms	(541)867-3321
	South Jetty State Park	Vehicle access	Parking http://www.oregonstateparks.org/park_232.php	(800)-551-6949
Yaquina River	Cannon Quarry Park	Boat access	Concrete, parking, restrooms http://www.co.lincoln.or.us/lc_parks/cannon_quarry.htm	(541)-265-5747
	Toledo Airport Ramp	Boat access	Concrete, parking http://www.portoftoledo.org/home.cfm?dir_cat=28054	(541)-336-5207
	Elk City Park	Boat access	Asphalt, parking http://www.co.lincoln.or.us/lc_parks/elk_city.htm	(541)-265-5747
Pacific Ocean	Agate Beach State Park	Vehicle access	Parking http://www.oregonstateparks.org/park_212.php	(800)-551-6949
	Lost Creek State Park	Vehicle access	Parking http://www.oregonstateparks.org/park_205.php	(800)-551-6949
	Nye Beach	Vehicle access	Parking http://www.historicnyebeach.com/home.htm	(541) 265-8801
Staging Areas				
South Beach	Ore-Aqua Dock	Staging space--open	Mickey, Port of Newport	(541) 867-3321
Newport	Commercial Dock	Staging space	Don Mann/Dave Hesse, Port of Newport	(541) 265-7758
Newport	Newport Terminal	Staging space	Port of Newport http://www.portofnewport.com/	(541) 265-7758
Newport	Wilburn Hall		Rondys, Inc Terminals	(541) 265-2185
Toledo	boat launch & airport dock	Staging space	Port of Toledo; Denny Heinen http://www.portoftoledo.org/	(541) 336-5207
Newport	National Guard Armory	Staging space & rooms		(541) 265-2761
Yaquina River	Riverbend Marine Service	Staging space, boat hoist	Steve Webster	(541) 265-9243
Toledo	Georgia Pacific	Staging Space, rooms		(541) 336-2211
Recreational activities which could interfere				

Yaquina Bay Geographic Response Plan

Subject	Name	Characteristics	Contact	Phone #
Newport	Seafood and Wine Festival	Last full weekend in February	Newport Chamber of Commerce http://www.newportchamber.org/	(541) 265-8801
Tribal Resources				
Key Local Elected Officials				
Newport	Mark Jones	Mayor	http://www.newportnet.com/newport/city/	(541) 265-5331
	Sam Sasaki	City Manager		(541) 265-5331
Toledo	Sharon R. Branstiter	Mayor	http://www.cityoftoledo.org/	(541) 336-2247
	Pete Wall	City Manager		(541) 336-2247
Fire Department				
Toledo	Fire Dept.		William Ewing - Fire Chief	(541) 336-3311
Newport	Fire Dept.		Business phone http://www.newportfire.net/	(541) 265-9461
Local Personnel Support				
Volunteers				
Statewide	SOLV		Jack McGowan http://www.solv.org/default.asp	(503) 647-9855
South Beach	Oregon Coast Aquarium		http://www.aquarium.org/	(541) 867-3474
Coastwise	Marine Mammal Stranding Network			
Newport	Midcoast Watersheds Council	Habitat assessment & protection	Wayne Hoffman	(541)-265-9195
Newport	Yaquina Birders		Range Bayer	(541) 265-2965
Wildlife Rehab facilities				
South Beach	Hatfield Marine Science Center		http://hmsc.oregonstate.edu/	(541) 867-0100
Coos Bay	Northwest Steel Headers		Forrest Taylor http://www.nwsteelheaders.org/midcoast.htm	(541) 756-6427
Newport	Oregon Shores Conservation Coalition		http://oregonshores.org/	(541) 265-8823
Newport	ODFW	Coordination	Doug Cottam	(541)-867-4741
Marinas/Port docks				
Yaquina Bay	Port of Newport		Don Mann http://www.portofnewport.com/	(541) 265-7758

Yaquina Bay Geographic Response Plan

Subject	Name	Characteristics	Contact	Phone #
Yaquina River	Port of Toledo		Denny Heinen http://www.portoftoledo.org/	(541) 336-5207
Housing/ feeding/ support				
Toledo	Ladies of the Eagles	food, hospitality		(541) 336-2172
Newport	American Legion	food, hospitality		(541) 265-9017
Newport	Elks Club	food, hospitality		(541) 265-2105
Portland	Foss Environmental	Portable housing on barges		(503) 283-1150
Lincoln County	School District	Gymnasium, classrooms	Superintendent	(541) 265-4403
Lincoln County	Fairgrounds	Open space		(541) 265-6237
South Beach	State Park	Camping	Oregon State Parks	(541) 867-7451
Newport	USCG station	30 bunks	USCG	(541) 265-5381
Interim storage/permits				
Liquid-Newport	Wood Oil Distributor	Tank trucks		(541) 265-5084
Liquid-Toledo	A. M. Hatton-Toledo	Tank Trucks	Al Hatton	(541) 994-9115
Liquid-Toledo	PMK	Tank Truck		(541) 336-3836
Liquid-Newport	Hockeman Oil	Tank trucks		(541) 265-5111
Solid-Toledo	Georgia Pacific	Shed area	Bill Dickerson	(541) 336-2211
Solid-Toledo	Port of Toledo		Denny Heinen	(541) 336-5207
Solid-South Beach	South Beach Marina		David Hesse	(541) 265-7758
Solid-Disposal	Georgia Pacific	Burner		(541) 336-2211
Solid-Disposal	Dahl Disposal, Toledo			(541) 336-2932
Solid-Disposal	Thompson's Sanitary Disposal and Transfer Station		Rob Thompson or Jossi	(541) 265- 7249
Fishing fleets & affiliated organizations*				
For information on USCG VOSS systems, contact USCG D13 DRAT				(206) 220-7001
Boat cleaning capability*				

Yaquina Bay Geographic Response Plan

Subject	Name	Characteristics	Contact	Phone #
Yaquina River	Riverbend Moorage		Boat Hoist, parking, restrooms	
Yaquina River	Sawyers Moorage		Boat Hoist, parking, restrooms	
Safe havens				
Newport	Port of Newport	Yaquina Terminal	Don Mann	(541) 265-7758

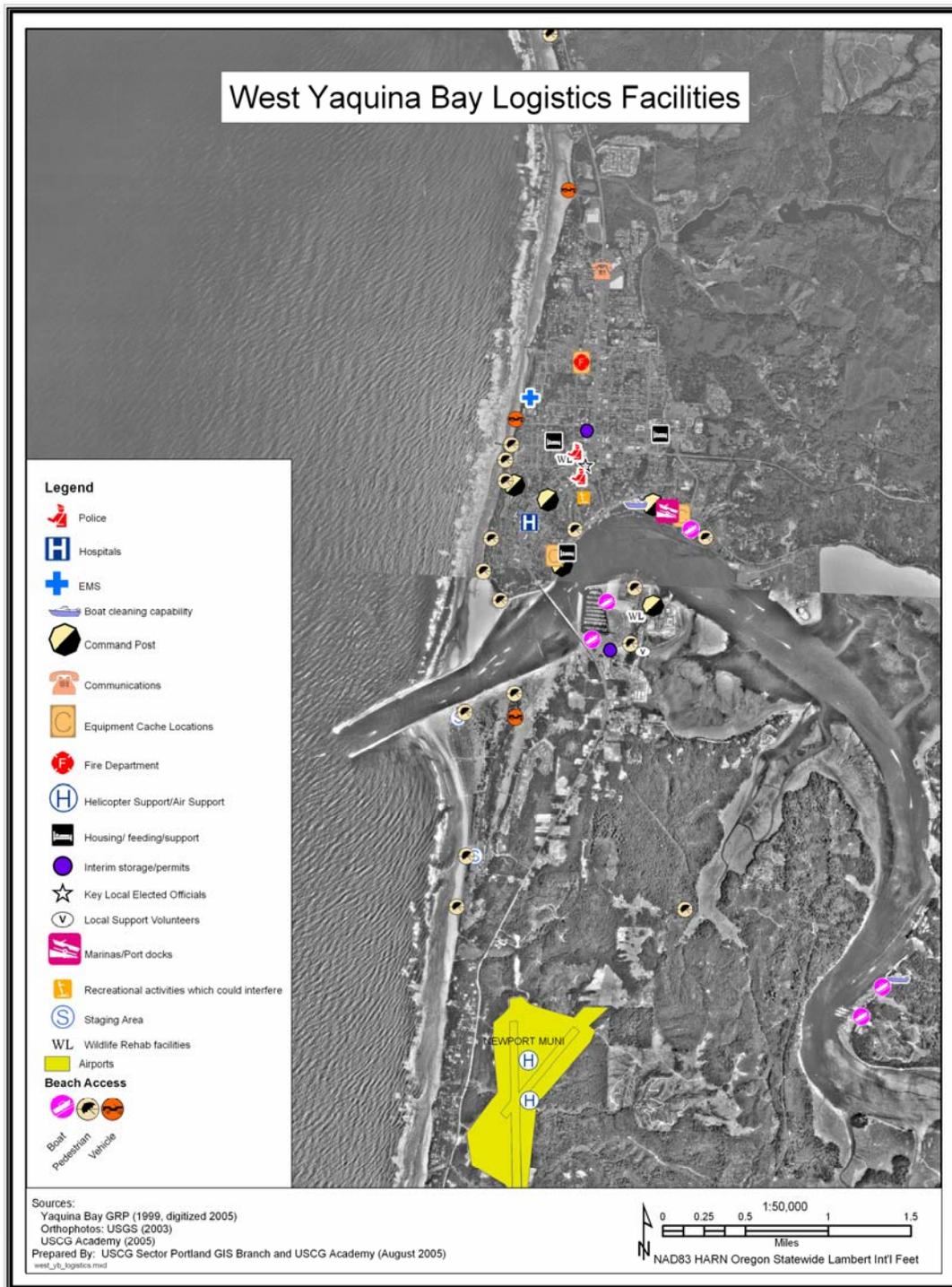


Figure 7-1 West Yaquina Bay Logistics Facilities

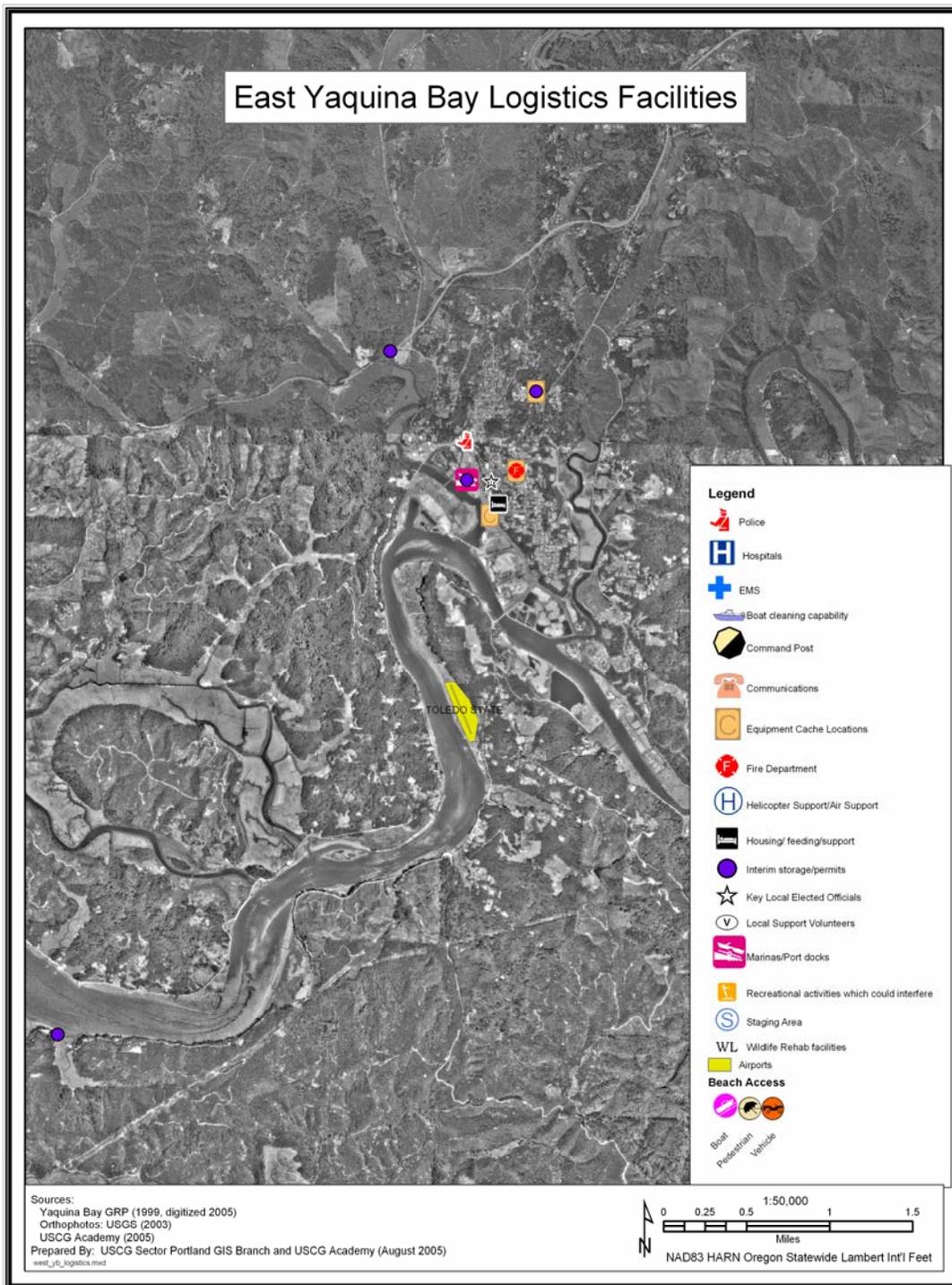


Figure 7-2 East Yaquina Bay Logistics Facilities

Appendix A: Geographic Response Plan Contributors

2005 Contributors

Local Representatives

Port of Newport

David Hesse

Port of Toledo

Bud Shoemate

Oregon Coast Aquarium

Tad Smith

Industry and Response Contractors

Marine Spill Response Corporation

Rick Harshfield

National Response Corporation

Environmental Services

Tim Archer

Bob Hyke

US Environmental Services

John Peterson

Charles Ruthban

Cowlitz Clean Sweep

Bob Matson

Clean Rivers Cooperative

Brent Way

Federal Representatives

Department of the Interior

Preston Sleeper

USFWS

Roy Lowe

United States Coast Guard

CAPT Michael Alfultis

David Beatty

Gary Reiter

LCDR Sean Schenk

LT Romulus Matthews

EPA

David Young

Pat Clinton

Pacific States Marine Fish Commission

Fran Recht

State Representatives

Oregon Department of Environmental

Quality

Wes Gebb

Jack Wylie

Oregon State Parks

Dennis Comfort

Oregon Department of Fish and Wildlife

Derek Wilson

Rose Owens

Oregon State Historic Preservation Office

Susan DeFreitas

1993 - 2004 Contributors

Local Representatives

Port of Newport

Mr. David Hesse
Mr. Don Mann

Industry and Response Contractors

Marine Spill Response Corporation

Mr. Mike LaTorre
Mr. Jim Haugen

Federal Representatives

NOAA

Dr. Sharon Christopherson
Mr. Gary May

Department of the Interior

Mr. Chuck Polityka
Mr. Preston Sleeper

USFWS

Ms. Colleen Henson
Mr. Roy Lowe

United States Coast Guard

LT(jg) Chris Curatilo
LT(jg) Robert Myles

State Representatives

**Oregon Department of Environmental
Quality**

Mrs. Elizabeth Dimmick
Mr. Paul Slyman
Mr. Jack Wylie

Oregon Department of Fish and Wildlife

Mr. Dave Fox
Mr. Dale Nelson
Mr. Greg Robart
Mr. John Toman

**Oregon State Service Center for
Geographic Information Systems**

Mr. Richard Crucchiola
Mrs. Patty Haggerty
Mr. Mark Kinslow
Mr. Lee Row

Yaquina Bay Geographic Response Plan

1. Incident Name	2. Prepared by: (name) Date _____ Time: _____	INCIDENT BRIEFING ICS 201-OS (pg 1 of 4)
3. Map/Sketch (include maps drawn here or attached, showing the total area of operations, the incident site/area, overflight results, trajectories, Impacted shorelines, or other graphics depicting situational and response status)		

1. Incident Name	2. Prepared by: (name) Date _____ Time: _____	INCIDENT BRIEFING ICS 201-OS (pg 3 of 4)
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3. Current Organization

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graph TD
    UC[Unified Command] --- SO[Safety Officer]
    UC --- LO[Liaison Officer]
    UC --- IO[Information Officer]
    UC --- OS[Operations Section]
    UC --- PS[Planning Section]
    UC --- LS[Logistics Section]
    UC --- FS[Finance Section]
    OS --- DG1[Div./Group]
    OS --- DG2[Div./Group]
    OS --- DG3[Div./Group]
    OS --- DG4[Div./Group]
    OS --- DG5[Div./Group]
    
```

FOSC _____

SOSC _____

RPIC _____
