This map is not intended to be used for navigation.

**Legend**

- **FO-S**: Free-oil Containment and Recovery, Shallow Water – Located up current and upwind to maximize recovery.
- **DV-F**: Diversion Booming
- **S**: Protected-water Boom
- **SV**: Shoreside Recovery
- **S**: Staging Area

**Implementation Notes:**

- Staging at local elevated clearings and nearby Trading Bay.
- Product will be diverted to the south shore for collection by a small protected-water skimming system and storage.
- The boom angle/cascade configuration can be adjusted through the tide cycle to maximize collection.
- Nearshore free-oil strike teams will require aerial surveillance support during the first flood and ebb tide cycles to determine optimum locations for deflection boom to keep oil from entering the river near the mouth. Nearshore free-oil collection and strategically located deflection boom arrays will reduce the amount of oil entering the river channels at the mouth.

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Tim L. Robertson
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<tr>
<th>ID</th>
<th>Location and Description</th>
<th>Response Strategy</th>
<th>Implementation</th>
<th>Response Resources</th>
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<td>CCI-18-01</td>
<td>McArthur River</td>
<td>- Maximize on-water recovery in the offshore &amp; nearshore environment / outside the mudflats.</td>
<td>Deploy nearshore strike teams upwind and up current of the river entrance. Use aerial surveillance to locate incoming oil.</td>
<td>- Multiple nearshore free-oil recovery strike teams as required to maximize interception of oil before it impacts sensitive areas.</td>
<td>- Kenai Harbor or offshore support vessel</td>
<td>- Check with oil platform operator to evaluate possibility of using the platform for staging.</td>
<td>Same as CCI-18-02.</td>
<td>- Emphasis on offshore and nearshore efforts to keep product off of tidal areas since it would be virtually impossible to protect exposed tidal flats and habitat outside of the river entrance. - Shoal waters and rocks. Vessel masters should have local knowledge.</td>
</tr>
<tr>
<td>CCI-18-02</td>
<td>McArthur River - Primary</td>
<td>- Evaluate the use of deflection boom to keep product from entering the river.</td>
<td>Evaluate the possibility of using a deflection strategy to keep oil out of the river channel.</td>
<td>- Recover spilled product at designated collection sites.</td>
<td>- Spill response equipment deployed near oil spill site, including skimmers, vacuum trucks, and booms.</td>
<td>- Support</td>
<td>Same as CCI-18-02.</td>
<td>- Emphasis on offshore and nearshore efforts to keep product off of tidal areas since it would be virtually impossible to protect exposed tidal flats and habitat outside of the river entrance. - Shoal waters and rocks. Vessel masters should have local knowledge.</td>
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</tbody>
</table>

**River Characteristics**
- **Nearshore waters in the general area of:**
  - **Lon. 152° 39.8 W**
  - **Lon. 152° 44.53 W**
  - **Lon. 152° 44.86 W**
- **River iced-in/not navigable from approximately November to April.**
- **River is approximately 1 mi. wide at its entrance and 1000 ft. across upstream.**
- **Moderate currents.**
- **Not navigable at low tide.**
- **Shoal waters and rocks.**
- **Tidal influenced to about 3 mi. upriver.**
- **Docks**
- **None local - barge landing at nearby Trading Bay.**
- **Road access from McArthur River to bridge approximately 2.5 mi. upstream via ATV or off road equipment.**
- **Access above nearshore area will have to be resolved with landowners before setting anchors or staging areas.**
- **Summer response only - limited winter access river and shoreline ice-covered.**
- **Potential personnel/best responders may be obtained from local area.**