

U.S. Coast Guard | National Strike Force



2007

YEAR IN REVIEW





# From the Commander

*Capt. Roderick Walker*



Dear On-Scene Coordinators:

Since reporting in June 2007, it has been a great privilege and my distinct pleasure to lead the National Strike Force, a contingent of exceptional responders in environmental “all hazards” preparedness activities and response events. The efforts put forth by the strike force in 2007 for sustained mission execution are truly commendable. As we move forward with our transforming Coast Guard, our structures, policies, staffing and funding must continue to optimize our response and incident management capabilities for the Coast Guard, the Environmental Protection Agency and other response organizations.

Last year’s results confirm we are ready to continue providing superior service. During 2007:

- We successfully responded to more than 40 hazmat release events, 21 oil spills and 12 salvage

incidents — continuing the effort to protect the public health and our environment.

- We advanced new communication initiatives, trained with fellow deployable specialized forces, overhauled our safety and response doctrine and sustained our keen responsiveness to the field.

- We embarked on a joint venture with Operations Systems Center Martinsburg, W. Va., to overhaul the outdated Response Resources Database, making it a better tool for all Federal On-Scene Coordinators and classified Oil Spill Removal Organizations.

I believe we have gathered the momentum needed to meet the growth goals we established in January 2007: delivering significant improvements to the National Response System. I am confident that we will build upon this success for the upcoming year.

In 2008, we expect to achieve even greater alignment with our fellow deployable specialized forces as we expand our technical ability to execute and sustain offshore chemical, biological, radiological and nuclear (CBRN) responses in that environment. We will also have fully implemented our centralized web-based inventory system, which allows NSF equipment to be tracked in real time in the field.

In this publication, you will gain an overview of some of the cases we have deployed for – providing support that made a real difference to operational commanders. Our specialized equipment and personnel capabilities

make an immeasurable difference in response to oil, CBRN and WMD cases for field units.

We are also restructuring our Preparedness Assessment Visit (PAV) process to make it leaner and flexible enough to meet Sector Commanders’ needs. Furthermore, as the pace of development in advanced detection and response equipment increases, we are making sure that our connection with Coast Guard Research and Development remains strong, and our CBRN capability keeps pace with government and industry standards.

The National Strike Force is the Center of Excellence for advanced technical response to oil spills, hazardous materials releases and weapons of mass destruction events. Our crew has worked hard to bring about the successes of 2007 and has set the stage for continued success in 2008 and beyond.

The energy and enthusiasm I have witnessed from my motivated and talented strike force crew inspires me to continue on the course for the future. Our efforts together will allow the National Strike Force to continue to sustain our ever increasing high-performance vision. As always, we remain; *the world’s best responders, any time, any place, any hazard.*

Roderick E. Walker

CAPT, USCG  
Commander, National Strike Force

# YIR

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### Cover Photo:

*A member of the Atlantic Strike Team enters a ship in Level A gear during an exercise.*

Photo courtesy of the Atlantic Strike Team

### Contents Photo:

*A Pacific Strike Team member assesses the condition of a San Francisco beach as part of the Cosco Busan response in November.*

Photo by PA2 Matthew Schofield



**Homeland  
Security**

The National Strike Force 2007 Year In Review is an unofficial publication produced by the NSFCC staff and printed by the U.S. Government Printing Office. Views and opinions do not necessarily reflect those of the Department of Homeland Security or the U.S. Coast Guard.





# Heritage and Future

## National Strike Force

### OUR HERITAGE

The National Strike Force (NSF), originally comprised of three 17-member strike teams, was established in 1973 as a direct result of the Federal Water Pollution Control Act of 1972.

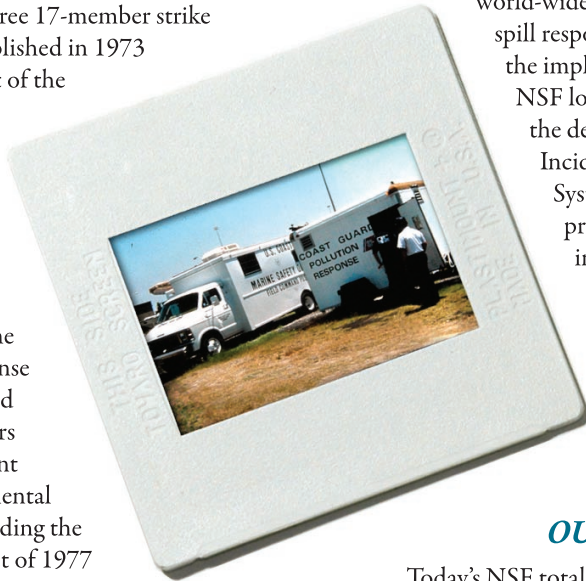
The NSF's roles and responsibilities in supporting the National Response System expanded through the years under subsequent major environmental legislation including the Clean Water Act of 1977 and the Oil Pollution Act of 1990.

Following the enactment of the Graham-Ruddman Act in 1986 and the Oil Pollution Act of 1990, the NSF was established in its current configuration.

The addition of the National Strike Force Coordination Center (NSFCC) in 1991 took the NSF to a new level of organizational and support capability. In addition to coordinating the activities of the three teams, the NSFCC has also increased NSF support activities.

These activities include the development and oversight of a national maintenance contract that is essential to the readiness of pre-positioned spill response equipment, the classification of private sector Oil Spill Removal Organizations (OSRO),

the development of a publicly accessible database which lists the available world-wide inventory of spill response equipment, the implementation of an NSF logistics network, the development of an Incident Command System (ICS) training program and the integration of the Coast Guard Public Information Assist Team (PIAT), which was previously stationed in Washington, D.C.



### OUR PRESENT

Today's NSF totals more than 200 active duty, civilian and reserve personnel and includes the NSFCC, the Atlantic Strike Team, the Gulf Strike Team, the Pacific Strike Team and the Public Information Assist Team.

The strike teams provide rapid response support in incident management, site safety, contractor performance monitoring, resource documentation, response strategies, hazard assessment, oil spill dispersant and in-situ burn use, operational effectiveness monitoring and high capacity lightering and offshore skimming capabilities.

The strike teams also train Coast Guard units in environmental pollution response, test and evaluate pollution response equipment and operate as liaisons with response agencies within their areas of responsibility.

PIAT provides crisis media relations support to Federal On-Scene Coordinators (FOSCs) during major incidents such as oil spills, hazardous material releases, hurricanes, floods or other disasters and high visibility Coast Guard incidents. Additionally, the specialized, four-member team conducts joint information center training, media relations training and environmental risk communications training nationwide.

*Photo Illustration Above: A slide of some old National Strike Force pollution response trailers was found in the Public Information Assist Team's case archive. The date of the slide and photographer's name are unknown.*

*Photo Illustration Below: This photo and four others were on the cover of the 1992 National Strike Force Year in Review. The photographer and other photo information are unknown.*

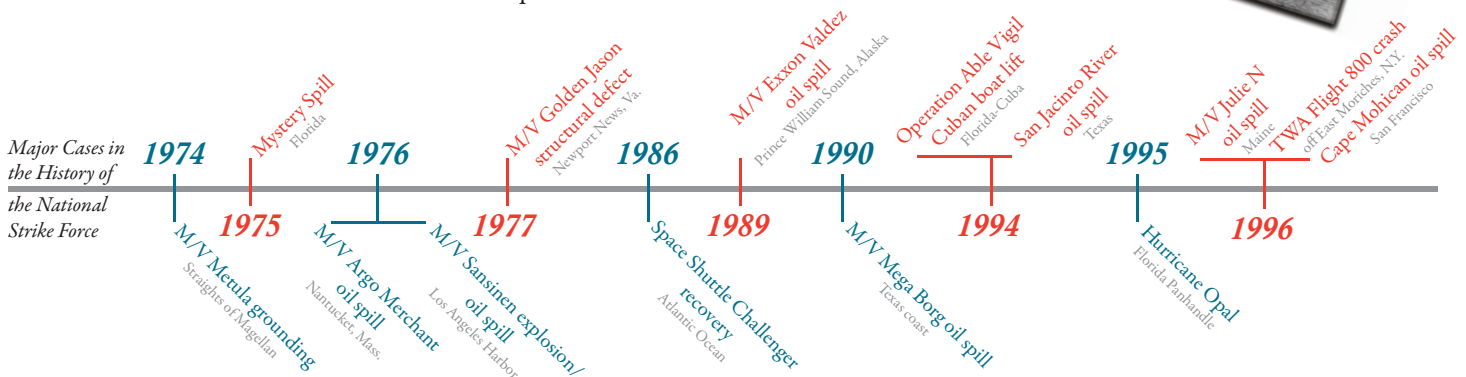






Photo by PAC, Mark MacKowiak

A Hazardous Materials Response Trailer (HMRT) serves as a mobile command post for the National Strike Force. One is assigned to each team and each provides command and control, as well as support and supply functions during a response.

The NSFCC provides oversight and strategic direction to the strike teams, ensuring enhanced interoperability through a program of standardized operating procedures for response, equipment, training and qualifications. The NSFCC maintains a national logistics network using the Response Resource Inventory (RRI), coordinates the Coast Guard Oil Spill Removal Organization (OSRO) classification program, administers the National Maintenance Contract (NMC) for the Coast Guard's \$41 million inventory of pre-positioned spill response equipment and coordinates NIMS ICS programs for the NSF and other federal agencies.

### OUR FUTURE

The Coast Guard is changing. As mission areas expand across the service, the NSF is changing and evolving as well.

The NSF was integrated with other specialized units as part of the Coast Guard's Deployable Operations Group (DOG) July 20, 2007. The DOG is comprised of rapidly

deployable specialized forces.

"The Coast Guard's Deployable Operations Group will combine specially trained and equipped maritime homeland safety and security forces throughout the Coast Guard, so they can be rapidly deployed in adaptive force packages anywhere and anytime they are needed to protect America, and respond to a broad range of threats and hazards," said Adm. Thad W. Allen, Commandant of the Coast Guard.

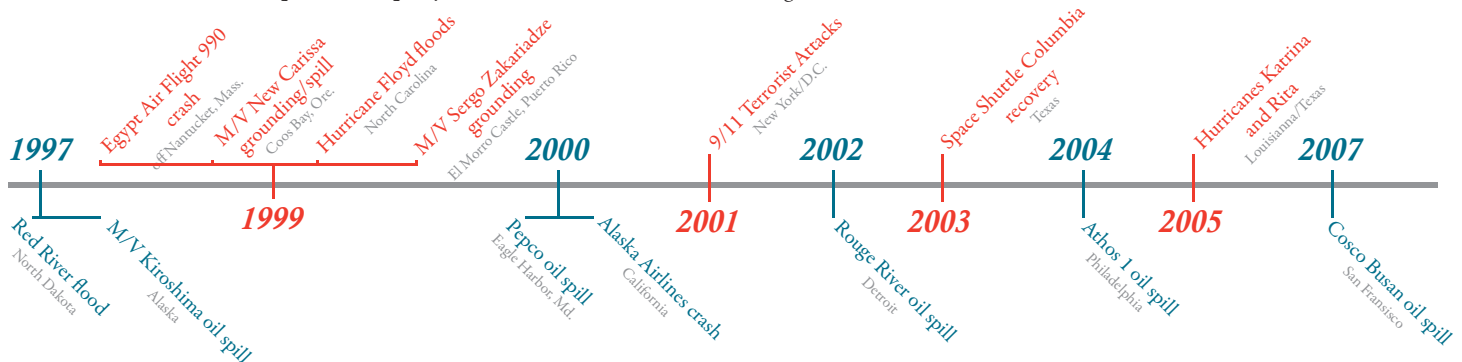
Capt. Roderick Walker, commander of the NSF, believes the Strike Force will be one of the pillars of the DOG as it moves forward with deployable specialized forces. The NSF will continue to align with the Coast Guard's other deployable specialized units.

"The National Strike Force is a prime example of what we're talking about in terms of deployable specialists," said Walker. "Because of who we are, our future in the Coast Guard and the response community is very bright," he said.



Photo by PA2 Andrew Kendrick

Atlantic Strike Team members and crewmembers of an HC-130J Hercules airplane unload the strike team's Level A response trailer in St. Croix Aug. 27. (See page 26 for an overview of the Level A trailer.) This trip is the first the Atlantic Strike Team has made in the U.S. Virgin Islands.







# Strike Team Qualifications

## National Strike Force

### Response Member

Entry-level strike team position, attained by member within six months. Primary responsibility is to assist the Response Technician.

#### Qualifications and Training:

- 160-hour National Fire Protection Association (NFPA) HAZMAT technician course
- 80-hour Basic Strike Team equipment and response training
- NOAA Shoreline Clean-up Assessment Training
- Familiar with strike team equipment
- 100- and 200-level ICS training

### Response Technician

Second-level strike team position, attained within 18 months. Serve as technical experts and fill leadership positions in response organizations.

#### Qualifications and Training:

- Qualified Response Member
- 80-hour NFPA HAZMAT specialist training
- 40-hour Weapons of Mass Destruction training
- 40-hour oil spill response training
- EPA water/soil/air sampling course
- 300-level ICS training
- Expert with all strike team equipment and operations

### Response Supervisor

Highest enlisted-level strike team position, may be attained within 24 months. Primary responsibilities are to supervise strike team operations and lead responses.

#### Qualifications and Training:

- Qualified Response Technician
- 24-hour NFPA HAZMAT Incident Commander course
- EPA Health and Safety for Decision Makers course
- FEMA Professionals in Emergency Management course

### Response Officer

Highest strike team position, attained within 18 months and only available to strike team officers.

#### Qualifications and Training:

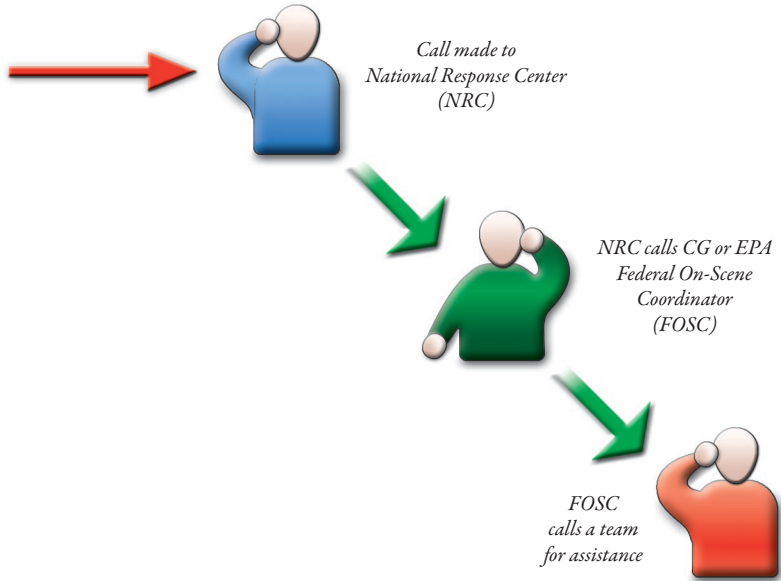
- Requires extensive field experience
- Response Officers are NFPA HAZMAT incident command qualified and capable of managing all aspects of an incident response



# Team Activation and Deployment

Responding to an Incident

## Incident Occurs



## Strike Team Mobilizes



2 strike team members available immediately  
4 available within two hours  
12 available within six hours



## Response Work Conducted



Team members provide contractor oversight, air/water/soil sampling, site safety and cost and photo documentation during: natural disasters, oil spills, chemical releases, WMD and other incidents.

## Strike Team Arrives



Consults with FOSC, assesses situation, deploys strike team equipment

## Strike Team Released

FOSC makes decision to release team.  
Team departs and prepares for next incident.





# STRIKE FORCE TACKLES BAY AREA SPILL

Approximately 53,500 gallons of heavy fuel oil spilled into the San Francisco Bay when the motor vessel Cosco Busan hit the San Francisco-Oakland Bay Bridge in the early hours of Nov. 7, 2007.

That oil eventually killed or injured more than a thousand birds and impacted about 69 miles of shoreline in the San Francisco area. The San Francisco Chronicle called it the worst spill in the bay in 20 years.

Initial reports indicated that 140 gallons had spilled from the 902-foot vessel. When the true scope of the incident became clear that afternoon, the Coast Guard, California Department of Fish and Game and the responsible party established a Unified Command. The Pacific Strike Team (PST), based in Novato, Calif., was one of the first units to respond, where they found the Unified Command facing intense media and political scrutiny.

“In terms of volume, this wasn’t the largest spill I’ve dealt with,” said Cmdr. Mike Day, commanding officer of the PST. “But the amount of community, media and political interest was very high. I was in New York during Sept. 11, and that was the only time I’ve seen higher interest and press coverage.”

The Atlantic (AST) and Gulf Strike Teams (GST) also responded, and they worked closely with Coast Guard, federal, state and local units. National Strike Force members served in command staff functions and operations, planning, logistics, situation, resource, documentation and demobilization positions. National Strike Force responders also worked as aerial observers, safety assistants, field observers, technical specialists and shoreline cleanup assessment team

(SCAT) members and leaders.

The PST deployed with their Hazardous Materials Response Trailer (HMRT), that served as a mobile command post as well as a staging point for the National Strike Force. The HMRT stays stocked with response equipment, and responders had quick access to safety gear they would need at cleanup sites.

Strike team members serving on SCATs investigated area beaches and helped determine which areas needed immediate cleanup. Other members ensured that contracted cleanup crews were working according to established response procedures.

Discrepancies in the early reports of the



Photo by PA2 Andrew Kendrick

*A member of the Pacific Strike Team watches as contractors apply oil-lifting chemicals to oiled rocks in Berkeley Marina Nov. 21. Two types of oil-lifting chemicals were tested.*

spill size caused many in the media to believe that responders were either incompetent or attempting to hide information. The resulting media coverage was overwhelmingly negative. In light of the growing media scrutiny and erroneous reporting, Coast Guard Sector San Francisco requested the aid of the Public Information Assist Team (PIAT) on the evening of November 8.

“When the PIAT members arrived, they determined that there was not an adequate process in place to communicate response information quickly and effectively to the public,” said Chief Warrant Officer Brandon Brewer, PIAT supervisor. “At that point, they formally organized and helped put processes in place to improve internal and external information flow.” Four of PIAT’s five members served in the JIC at various times during the incident.

The first of two Incident Specific Preparedness Reviews was released Jan. 28. It was commissioned to discover what errors were made during the incident, and what could be improved in future responses. The incident review panel noted that PIAT was not requested until late in the response, and the PST’s equipment and procedures should be described in the San Francisco Area Contingency Plan.

The incident review panel noted that 1,400 people responded to the incident and more than 38,000 feet of oil-skimming boom was deployed. Crews recovered 45 percent of the spilled oil in the first two weeks of the response.

“Despite what was being reported by the media, the [responders] persevered and worked well with other agencies to get the job done in a very efficient manner,” said Day. “I was impressed with the strike team members’ willingness to take on difficult jobs and pitch in where needed – they demonstrated a high degree of devotion to duty.”

*At The Top: A Coast Guard 25-foot small boat patrols in the Port of Oakland near the Cosco Busan November 10.*

Photo by PA2 Prentice Danner





Photo by PA2 Andrew Kendrick

◀ Response team members with the Cosco Busan Incident use a fluorometer to test the amount of oil at different depths in Berkeley Marina Nov. 21. Three areas were surrounded by containment boom and used to test two oil-lifting chemicals on oiled rocks. The third area was a control area and was only sprayed with salt water.



Photo by Paul Chinn, San Francisco Chronicle, reprinted with permission

▲ Petty Officer 1st Class Brian Atkison, a member of the PST, walks along a boom line set up to protect Crissy Field from an oil spill in San Francisco, Calif. on Thursday, Nov. 8, after a container ship's hull was breached after colliding with a tower of the Bay Bridge and spilling 53,500 gallons Wednesday.

Members of the Coast Guard ▶ assess a beach near San Francisco after the container ship Cosco Busan discharged thousands of gallons of oil in the area.



Photo by CWO Scott Epperson





# Atlantic Strike Team

## National Strike Force

### Team Statistics

Commissioned: September 1991  
 Location: Fort Dix, N.J.

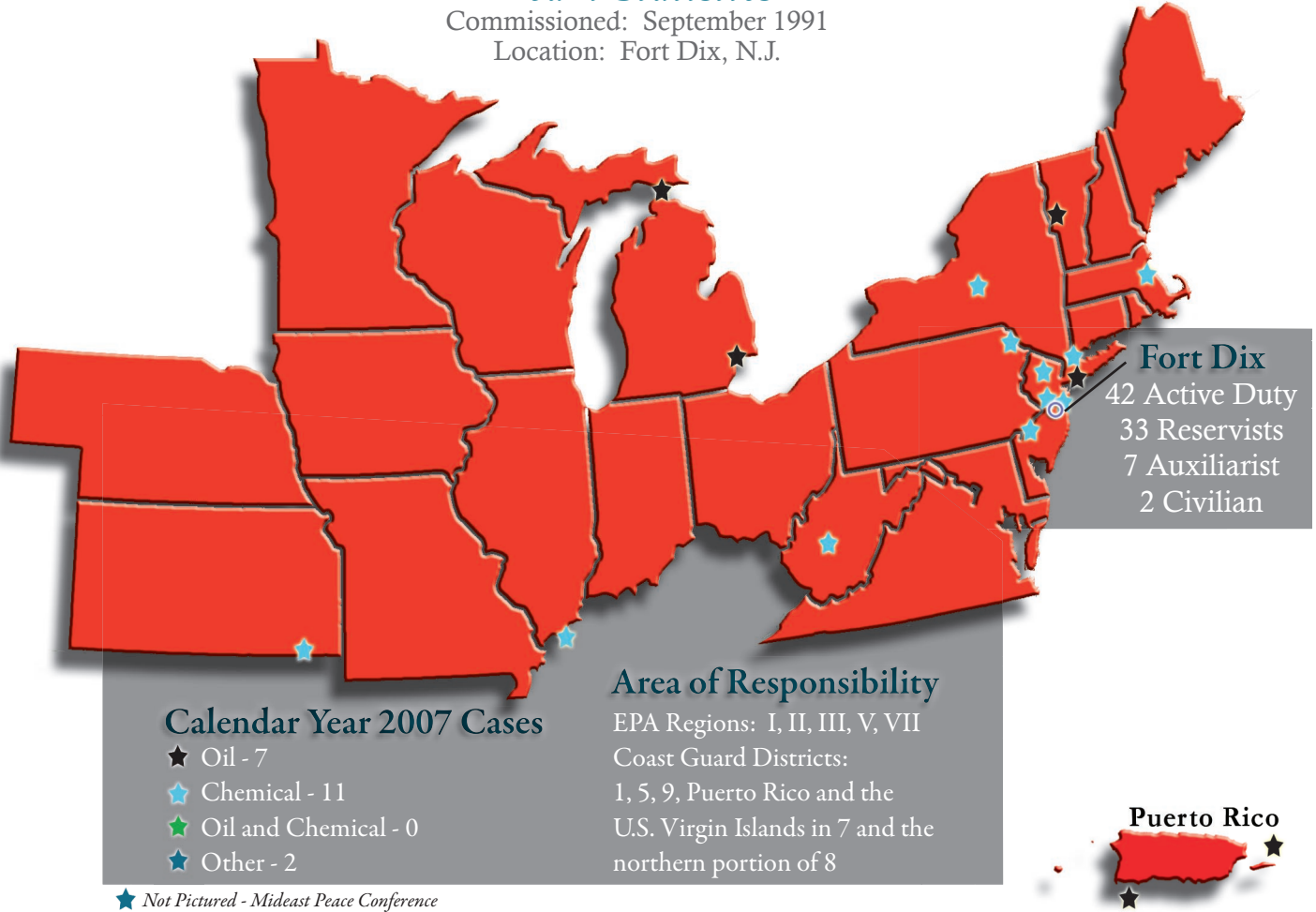


Photo by Cmdr. David Haynes

Atlantic Strike Team members identify hazards before advancing into a potentially dangerous environment during an exercise on Molasses Pier in St. Croix, U.S. Virgin Islands, Aug. 28.



## Train derails, spills gasoline

The AST deployed in support of the EPA for the response to a train derailment in Middlebury, Vt., Oct. 23. The Federal On Scene Coordinator (FOSC) directed the two AST members to the area of the train track where 15 rail cars containing gasoline and five rail cars with rock salt derailed and were lying on their sides near a creek. Seven of the gasoline cars had leaks.

AST members worked with EPA FOSCs and members of the Vermont Hazardous Materials Response Team to clean up and prevent the spread of the leaked gasoline. Contractors placed all the gasoline cars back on their trucks and most of the rock salt cars were righted by Oct. 25. AST responders were released once the gasoline cars were righted and posed no further hazards to the responders or the surrounding community.



Photo courtesy of the Atlantic Strike Team

Crews work to right train cars that were damaged in a derailment in Middlebury, Vt., in October. The AST deployed to assist with air monitoring and health safety at the site.



Photo by PA2 Andrew Kendrick

Petty Officer 1st Class Mike Ingrassia assists contractors in setting up sensors and placing them throughout the anthrax contaminated house in Danbury, Conn., Dec. 18. The sensors help ensure the entire house is properly decontaminated.

## Mystery spill soils beaches

The AST assisted Coast Guard Sector San Juan with shoreline impact assessment, cleanup activities and cost documentation after a mystery oil spill began contaminating the southern shorelines of Puerto Rico Sept. 1.

Initial shoreline assessments discovered heavily weathered oil across a five-to ten-mile area, including free floating oil washing ashore with the tide, heavily saturated marine vegetation in the upper tidal lines and buried oiled. AST personnel filled critical Incident Management Team positions and provided contractor oversight for cleanup operations.



Photo courtesy of the Atlantic Strike Team

Responders clean a Puerto Rico beach in September. The AST deployed to assist with the cleanup of an oil spill along Puerto Rico's southern shores.



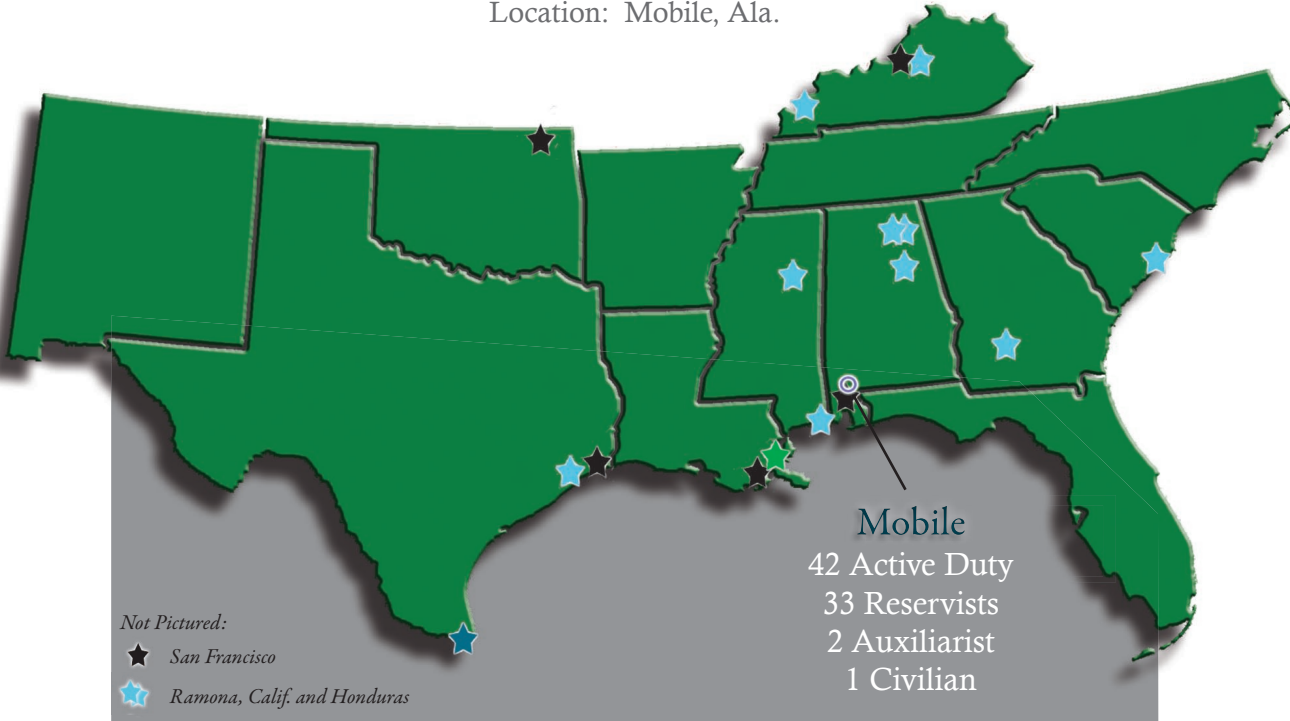


# Gulf Strike Team

## National Strike Force

### Team Statistics

Commissioned: March 1973  
 Location: Mobile, Ala.



### Calendar Year 2007 Cases

- ★ Oil - 7
- ★ Chemical - 12
- ★ Oil and Chemical - 1
- ★ Other - 1

### Area of Responsibility

EPA Regions: IV and VI  
 Coast Guard Districts: 7 with the exception of Puerto Rico and the U.S. Virgin Islands, the southern portion of 8 and part of 5



Photo courtesy of the Gulf Strike Team

A GST member prepares to board the USS Alabama during a joint weapons-of-mass-destruction exercise with the Mississippi and Alabama Civil Support Teams in Mobile, Ala., July 25.



## Train derails, cars burn

The GST assisted the EPA with safety and technical support when a CSX Corp. train derailed in Shepherdsville, Ky., Jan. 16. Thirteen rail cars containing maleic anhydride and butadiene were damaged and burned until the fire department extinguished the fires.

Team members served in command and control positions and provided technical guidance to mitigate the chemical hazards during the response, including emergency fire fighting, controlled burn and rail car cleaning. Maleic anhydride is an industrial chemical used in the production of resins and coatings. Butadiene is used in the manufacturing of butadiene-styrene rubber and foams, chemicals and resins.



Photo courtesy of the Gulf Strike Team

Responders use a boom to attempt to cap a damaged wellhead in Bayou Perot, La., in January. GST members assisted with oil containment, plugging and cleanup operations.

## Okla. floods cause oil spills

The GST and EPA responded to an oil spill caused by flooding from the Verdigris River July 4. Severe flood waters caused at least one oil storage tank to lift off its foundation at the Coffeyville Resources refinery, resulting in a 45,000 gallon crude oil spill affecting Oklahoma and Kansas. GST conducted shoreline clean-up operations and provided booming strategy technical assistance for the clean-up of heavily impacted and residential areas.



Photo courtesy of the Gulf Strike Team

A train derailed near Shepherdsville, Ky., and 13 of its cars containing hazardous materials caught fire in January. The incident closed one highway and resulted in the evacuation of homes in the area.

## Wellhead spews oil into bayou

GST members responded to the scene where a vessel struck an oil wellhead causing it to spill approximately 357,000 gallons of sweet-medium crude oil into environmentally sensitive Bayou Perot, La., and the adjoining waterways.

The spill was discovered Jan. 21, after the wellhead sent a 90-foot stream of oil into the air. The GST assisted crews from Coast Guard Sector New Orleans, Marine Safety Units Morgan City, La., and Houma, La., with oil containment, well plugging and shoreline cleanup and assessment operations, by providing command and control support, contractor oversight, site safety and cost documentation assistance. The discharge was stopped and the well was secured Jan. 25.



Photo courtesy of the Gulf Strike Team

Floodwater from the Verdigris River in Oklahoma surrounds an oil refinery in neighboring Coffeyville, Ks., in July. A malfunction at the refinery resulted in the discharge of 45,000 gallons of oil.





# Pacific Strike Team

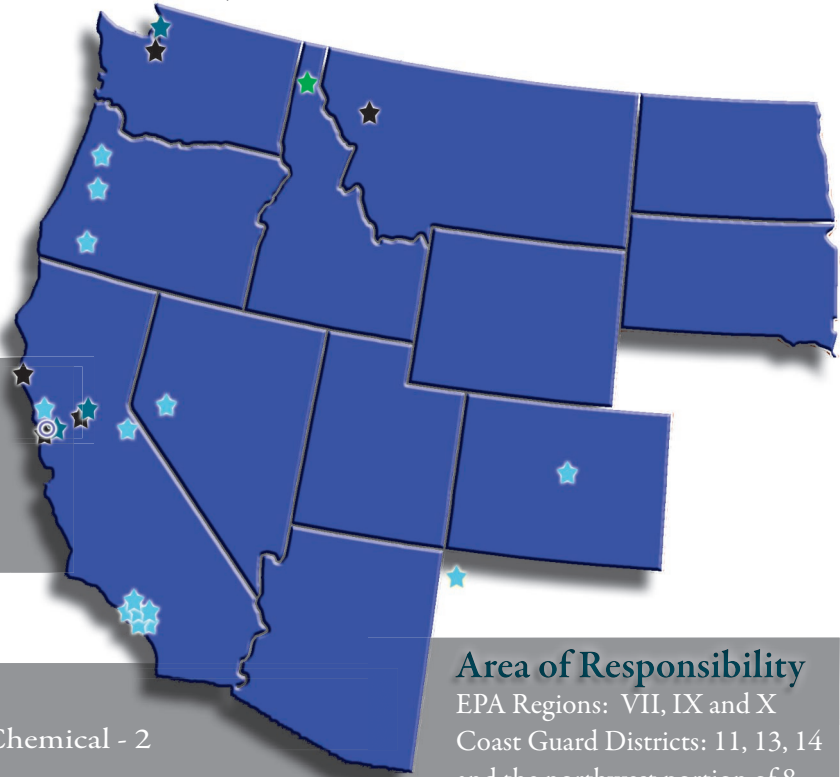
## National Strike Force

### Team Statistics

Commissioned: March 1973  
Location: Novato, Calif.



Novato  
42 Active Duty  
32 Reservists  
2 Auxiliarist  
2 Civilian



★ Not pictured - Korea

### Calendar Year 2007 Cases

- ★ Oil - 7
- ★ Oil and Chemical - 2
- ★ Chemical - 14
- ★ Other - 4

**Area of Responsibility**  
EPA Regions: VII, IX and X  
Coast Guard Districts: 11, 13, 14  
and the northwest portion of 8



Photo courtesy of the Pacific Strike Team

Pacific Strike Team members dressed in Level-B response gear clean a tank.



## Cargo ship floods, fuel pipe leaks

The PST assisted Coast Guard Sector Honolulu with the flooded China-flagged ship *Tong Cheng* Jan. 20, 2007.

The *Tong Cheng* reported flooding in one of its cargo holds while bound for Cuba. The flooding caused a fuel pipe to break open, allowing diesel fuel to enter the space with the cargo. The *Tong Cheng* remained off the shore of Oahu, Hawaii, for several days while plans were finalized to safely bring the vessel into Honolulu.

PST members provided incident command support, a Federal On-Scene Coordinator representative, contractor monitoring, site safety, vessel damage assessment and salvage consultation. PST members also coordinated efforts between the U.S. Navy dive team, environmental contractors, the *Tong Cheng*'s crew, U.S. Customs and Border Patrol. The cargo hold was pumped out, all cargo removed and the hold was completely decontaminated to conduct repairs.



Photo courtesy of the Pacific Strike Team

*Tong Cheng* enters U.S. waters after taking on water in January. The PST coordinated efforts between the U.S. Navy dive team and provided support at the scene.

## Grounded boat spills oil, hazardous materials

The PST assisted Coast Guard Sector Honolulu with incident command support, contractor monitoring and site safety for the fishing vessel *Wahine Kapaloa II* grounding at Ni'ihau Island, Hawaii, Dec. 30, 2006.

The vessel grounded the day before while the PST, based in Novato, Calif., was already responding to another case in Hawaii. PST members served as planning section chief, situational unit leader and provided cost documentation support in the incident command post. Two other PST members drafted a site safety plan and monitored and assisted in the removal of 1,000 gallons of fuel, marine batteries, refrigerant and propane cylinders from the vessel.

Due to the remoteness of Ni'ihau Island, the operation also involved the use of a helicopter slinging recovered oil and hazmat to an anchored barge offshore.



Photo courtesy of the Pacific Strike Team

The F/V *Wahine Kapaloa II* lies broken on the beach after grounding on Ni'ihau Island, Hawaii, Dec. 30., 2006. PST members assisted with site safety and monitored the removal of the vessel's fuel.

## PST assists EPA in Calif. wildfires

Three members of the PST deployed to assist the EPA with removal of hazardous materials in San Diego County, Calif., Nov. 5.

The strike team members categorized waste and properly disposed of it from the burned out areas. PST members also provided contractor monitoring, site safety and air monitoring expertise. They safely monitored the identification, removal and relocation of household hazardous waste from fire affected areas throughout the area. The fires caused thousands of people to evacuate and burned hundreds of homes.



Photo courtesy of the Pacific Strike Team

A cleanup crew works near a burned-out home in San Diego County after wildfires passed through. The PST provided contractor, safety and air monitoring support there.



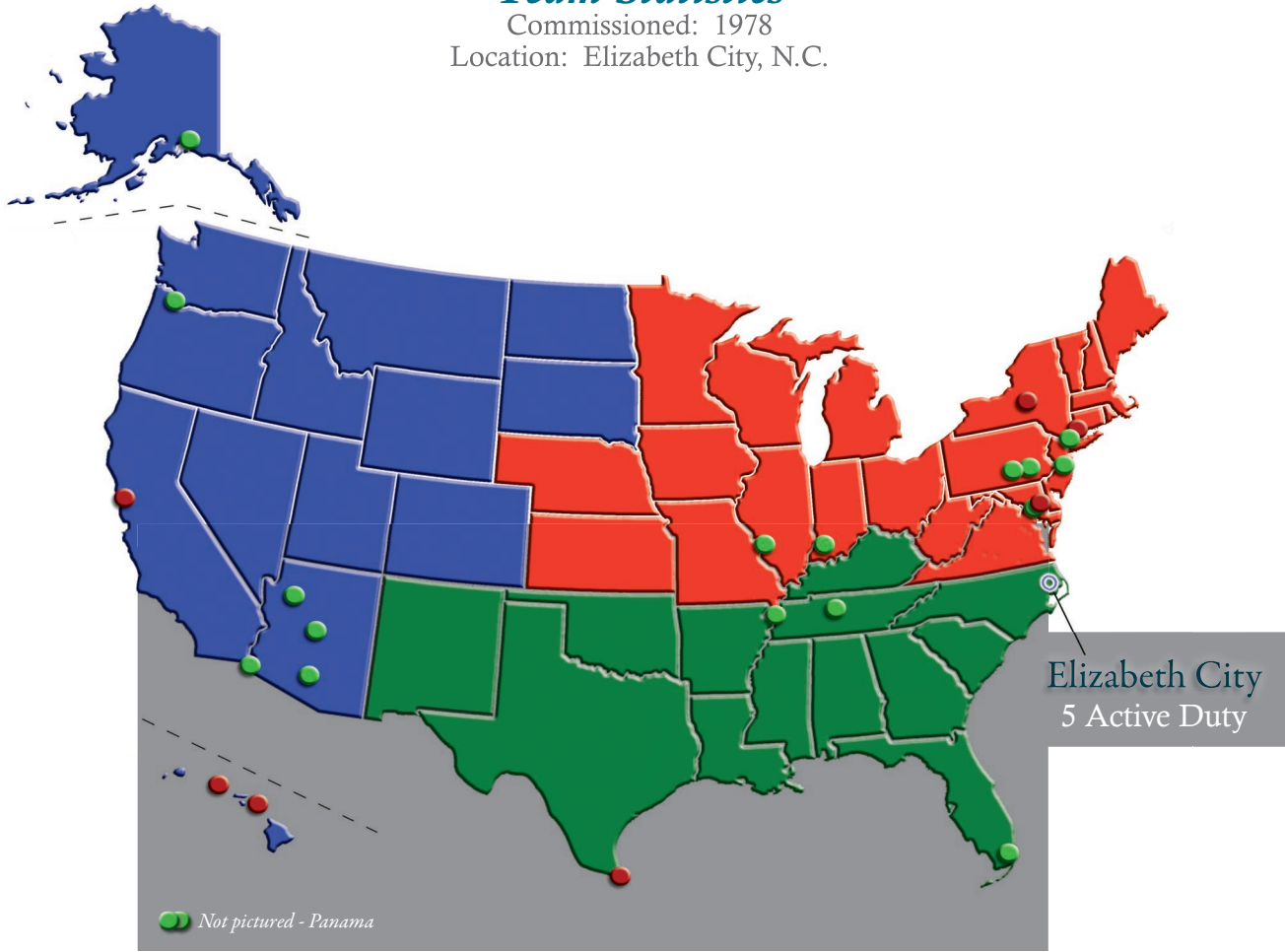


# Public Information Assist Team

## National Strike Force

### Team Statistics

Commissioned: 1978  
 Location: Elizabeth City, N.C.



Calendar Year 2007 Cases	Area of Responsibility
● Responses - 7	All EPA Regions
● Training - 18	All Coast Guard Districts

PIAT was established at Coast Guard Headquarters in 1978 as one of the special forces and mandated in the National Contingency Plan, is an element of the NSF.

Four highly-trained crisis communications professionals provide emergency public information services to Federal On-Scene Coordinators primarily during oil spills and hazardous material releases. The team also provides these services for natural disasters, domestic terrorism events and weapons of mass destruction events.

In 2007 PIAT deployed in response to a hurricane, an anthrax site, three maritime

accidents and spills, a contaminated factory site and they assisted with issues surrounding the Hawaii Superferry on Oahu, Maui and Kauai.

PIAT personnel teach risk communications and media relations techniques as well as ICS-based Joint Information Center organization and Public Information Officer operations to response community personnel from the Coast Guard, other federal agencies, state and local agencies, and industry. Additionally, PIAT assists in the scenario development of Coast Guard pollution response exercises and participates

as controllers and evaluators during federal and industry-led exercises.

PIAT members provided training for 340 federal, state, local and industry representatives during 2007. They taught risk communications and conducted Joint Information Center training across the United States including New York, Phoenix, Nashville, and Memphis, Tenn. The team also participated in the Spill of National Significance 2007 exercise in the central United States, the Top Officials IV exercise in Portland, Ore., and an oil spill response exercise in Panama.



## Coal-laden cargo ship runs aground

The 712-foot Liberian-flagged cargo ship *Montrose* grounded near Sharps Island, Md., Feb. 28. The ship, loaded with 74,215 metric tons of coal, was bound for Romania and missed a turn in the Chesapeake Bay, getting stuck in the mud.

One member of PIAT responded to assist Sector Baltimore with media and imagery during the response.

Three tugboats with a combined 15,000 horsepower working together were not able to pull the *Montrose* free at high tide. The Unified Command determined 7,100 tons of coal needed to be removed before the ship could be moved. Weather delayed the removal of the coal and the ship was finally freed March 7.



Photo by PA2 Andrew Kendrick

Responders use a crane to transfer 7,100 metric tons of coal from the cargo ship *Montrose* in Chesapeake Bay, March 5, 2007.

## Protesters challenge ferry voyage

Coast Guard units from Los Angeles, San Diego, the PST, GST, AST and PIAT provided support for enforcement of a security zone in Kahului, Maui, for transit of the Hawaii Superferry, an inter-island passenger and auto ferry Dec. 6, 2007. The Hawaii Superferry had successfully sailed to Kahului, Maui Aug. 26, but was prevented from docking in Nawiliwili, Kauai, by as many as 40 on-water protesters. The vessel was met in Nawiliwili Aug. 27, by as many as 75 on-water protesters. The protesters challenged Coast Guard units and new tactics and procedures were drafted in support of the ports, waterways and coastal security mission. PIAT was requested to assist with a comprehensive media and community information plan to ensure the public understood the safety and legal issues of the security zone.

The Hawaii Superferry voluntarily suspended operations to both Maui and Kauai Aug. 28. The Hawaii Superferry resumed service to Maui only Dec. 1, and the Coast Guard enforced a security zone at Kahului Harbor that included an in-water area for demonstrators. The Hawaii Superferry faced opposition from a vocal minority, which claimed the Hawaii Superferry posed environmental threats and was a government-sponsored project which was pushed into fruition without community input. PIAT was once again called to assist with the public information campaign during the first few days of the Superferry's run to Maui.



Photo by PA3 Adam Baylor

The *Alakai*, a passenger ferry, is escorted by Coast Guard Cutter *Abi* in Kahului Harbor, Hawaii Dec. 13, 2007.

## PIAT responds to anthrax case

A member of PIAT deployed to Danbury, Conn., Dec. 17, to provide photo documentation and assist with media as AST members, the EPA and contractors used chlorine gas to fumigate a house contaminated with anthrax spores.

The home owner, who makes African drums, contracted cutaneous anthrax in September after working with animal skins contaminated with naturally-occurring anthrax. After hospitalization, he and his family were displaced from their home until the house was decontaminated. The home was wrapped and flushed with carbon dioxide to kill the live anthrax spores. The Connecticut Department of Public Health certified test results Dec. 22, confirming the house was free of any anthrax.



Photo by PA2 Andrew Kendrick

Two members of the AST move drums and other property back into the contaminated residence before the home is fumigated to kill the remaining anthrax spores.







responsible for more than \$41 million dollars of Coast Guard oil pollution response equipment through the NMC. Activities in support of the NMC in 2007 included preventive maintenance visits to 23 Vessel of Opportunity Skimming System (VOSS) sites, 16 Spilled Oil Recovery System (SORS) sites and all three strike teams. In addition to site visits, the Coordination Center was present at six SORS exercises to evaluate the inventory and maintenance of the exercised equipment. The entire program continues to ensure that the Coast Guard's Oil Pollution Act of 1990 mandated oil-spill emergency response assets remain in a ready for issue status.

The Enhanced Viscous Oil Pumping System was delivered to the Atlantic Strike Team in 2007. The Gulf and Pacific Strike Teams will receive their systems in early 2008. The Coordination Center continued on its efforts to replace its aging Lancer barges (temporary storage devices used to store recovered oil) at the strike teams with more durable storage. This past year two Lancer barges were replaced at the GST with two 25,000 gallon Canflex Sea Slugs, through funding from the NMC. In 2007, the Coordination Center assisted District 17 with equipment support and District 9 with operational testing and evaluation of the VOSS equipment on board the EPA's largest Great Lakes research and monitoring vessel, Lake Guardian.

In an effort to enhance the nation's emergency environmental response posture, the Coordination Center conducted Preparedness Assessment Visits for eight regions in 2007. Five of the PAVs were done in conjunction with scheduled government-led Preparedness for Response Exercise Program drills. The other three were performed at the request of specific Captains of the Port. Through coordination with Coast Guard, EPA On-Scene Coordinators, and local response community members, the Coordination Center was able to provide key federal decision-makers a detailed characterization of their respective areas of responsibility, highlighting emergency environmental response assets that are immediately available in their area of responsibility. Each PAV included briefs with the lead federal officials and classroom training for federal, state, and local response agencies. Additionally, field verifications of equipment inventories were conducted at classified and non-classified Oil Spill Removal Organization sites. The field verifications

were the primary means of ensuring that the Coast Guard has the most up-to-date information for 102 companies participating



Photo courtesy of the Atlantic Strike Team

*Atlantic Strike Team members lower a skimmer, used to collect oil, into a collection pocket they have created with boom in the Delaware river in June 2007 during training.*

in the voluntary OSRO classification program. In 2007, PAVs were conducted in Chicago; Milwaukee; Valdez, Alaska; Baltimore; Savannah, Ga.; Charleston, S.C.; Miami, and Morgan City, La.

As part of its prevention and response duties the Coordination Center maintains the Response Resource Inventory which contains resources across the nation. With the addition of 10 new classified Oil Spill Response Organizations in 2007, there are currently 102 companies in the program. Since the late 1990s, managers and customers alike have called for an upgrade and overhaul of the RRI application. In 2007 the project to upgrade the system was launched. Development of an application that will embrace the use of current web-based computer technology features has begun as a joint effort between the Coast Guard's Operations Systems Center and the Coordination Center. We anticipate that these upgrades will greatly enhance the RRI and it's responsiveness to the field.

In 2007 the NSF was very active in ICS training. To ensure that a new directive requiring all officers to complete ICS 300 was met, strike team members either conducted or assisted in more than 100 ICS-300 and ICS-400 training sessions both nationally and internationally. The Coordination Center issued 76 new instructor certifications. In addition to conducting basic ICS training, strike team members filled positions as coaches for the Incident Response Planning Workshop, the Incident Commander course, the Area Command course, and other

position-specific ICS courses. Strike team members were also involved in re-writing several major ICS courses, most notably the ICS 400 and the ICS 339 courses.

The NSF participated in the "Top Officials 4" exercises, simulating the activation of "dirty bombs" at three separate locations in an attempt to test local, state, tribal, and federal agencies' response to radiological events. In support of this effort, NSF personnel were actively involved in Guam, Phoenix and Portland, Oregon, coaching or filling positions within the various Incident Command Posts.

NSF personnel also contributed to the nation's response preparedness initiatives through reviewing and recommending changes to the National Incident Management System document and National Response Plan. These major documents will set the tone for future incident management and incident response efforts at the local, state, tribal, and federal levels. The NSF will continue to be heavily involved in the review of any doctrine that will provide guidance and future direction for response organizations.

Finally, in an interagency agreement between the California Department of Forestry and Fire Protection and the Coordination Center, 16 NSF and Incident Management Assist Team members were given the opportunity to shadow fire service Type 1 and Type 2 Incident Management Teams in California. They were able to participate in many events, most notably the Los Angeles and San Diego county fires in October. The program allows Coast Guard personnel an opportunity to gain ICS position specific field experience by working side-by-side with members of a fully engaged IMAT and offers personnel real world experiences in a fully functioning Incident Management System during major emergencies.



Photo courtesy of the National Strike Force

*National Strike Force members remove a "wounded" player during a hazardous materials exercise.*





# Meet the Command *National Strike Force*

## Coordination Center



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**Senior Chief Tony Feltman**  
Command Senior Chief  
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*Pacific Strike Team personnel discuss tactics and strategies with Korean and National Oceanic and Atmospheric Administration Scientific Support Coordinators in Mohang Harbor, Korea, Dec. 13.*

*Photo courtesy Pacific Strike Team*





# Atlantic Strike Team



**Cmdr. David C. Haynes**  
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Executive Officer  
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**Chief Claudia Simpson**  
Command Chief  
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**Commanding Officer:** The Commanding Officer is the commissioned officer in command of a military unit. The CO has ultimate authority over the unit, and is given wide latitude to lead the unit within the bounds of military law. In this respect, COs have significant responsibilities such as finances, equipment, mission effectiveness and personnel matters.

**Executive Officer:** The Executive Officer is the second-ranking commissioned officer, and ensures the orders of the CO are followed. The XO is typically responsible for the management of day-to-day activities, such as maintenance and logistics, freeing the CO to concentrate on tactical planning and execution. The XO assumes command in the absence of the CO.

**Command Chief Petty Officer:** The Command Chief Petty Officer is a key enlisted member in the command structure. His career must have displayed excellence in mission execution, adherence to core values and a keen understanding of service policies. The Command Chief Petty Officer provides the CO ground-truth feedback and enhances communication up and down the chain of command. He is a key resource for the CO and is called upon to gauge morale and battle readiness.

# Gulf Strike Team



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**Lt. Cmdr. Edward Bock**  
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**Chief Gary Kessell**  
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# Pacific Strike Team



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**Lt. Cmdr. Joe Loring**  
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**Chief Craig Coburn**  
Command Chief  
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# team Resources



## and Capabilities

The Atlantic, Gulf and Pacific Strike Teams consist of 126 highly-trained, rapidly-deployable active-duty personnel. The Strike Teams respond to pollution incidents, train other personnel in pollution response and are involved in area contingency planning.

The strike teams operate under the operational and administrative control of the National Strike Force Coordination Center; tactical control in the field is typically assigned to the Coast Guard or EPA Federal on Scene Coordinator Incident Commander. Strike team members may work with local emergency responders in one or more of seven categories:

- Command Control and Communications
- National Environmental and Marine Response
- Oil Spill Response
- Hazardous Substances Response
- Chemical Weapon and Biological Agent Response
- Radiological Response
- Salvage Response
- Training

Strike Team members often work under the provisions of the National Oil and Hazardous Substances Pollution Contingency Plan. Their special skills, abilities and equipment allow the teams a unique opportunity to work a variety of jobs in many locations throughout the country and around the world.

Strike team personnel travel extensively in order to complete the mission. Several team members hold commercial drivers licenses that enable them to drive tractor trailers that tow distinct CG trailers packed with personal protective equipment, decontamination equipment and a communications suite to respond to any threat.

**IV** Type IV Incident - Routine emergencies that may not normally require strike team assistance.

**III** Type III Incident - Local but complex due to the extended time involved in the response (48 or more hours) or may escalate into a Type II or I incident. May require strike team assistance as a force multiplier for the operational commander. Examples of these types of incidents include localized oil or chemical spills, vessel sinkings and groundings, hazardous cargo leakage from various transportation modes and localized flooding events.

**II** Type II Incident - Regionally significant, involving resources from outside the immediate location of the incident, and may include out of state resources. Examples of these types of incidents include Space Shuttle Columbia Recovery Operation, major hurricane response and major oil spills impacting several states.

**I** Type I Incident - Nationally significant incident involving resources from throughout the nation in massive quantities. Examples of such incidents include Spills of National Significance (SONS), the Sept. 11 attacks and the Exxon Valdez oil spill.

Depending on the incident size, the number of personnel deployed can be as few as one responder or as many as the entire NSF (currently three Strike Teams and NSFCC personnel).

All three Strike Teams are staffed to respond to one protracted Type 2 incident each.

NSF (currently three Strike Teams, NSFCC personnel and the Public Information Assist Team) is staffed to respond to two simultaneous protracted Type 1 incidents.  
*Note: This will completely exhaust NSF resources.*





## Capabilities per type of response

<p><b>Hazardous Substance Response</b></p> <ul style="list-style-type: none"> <li>• Chemical properties information research</li> <li>• Chemical risk assessment for emergency response</li> <li>• Entry into toxic hazardous chemical environments</li> <li>• Exclusion and support zone monitoring</li> <li>• Surface decontamination operations</li> <li>• Personnel decontamination operations</li> <li>• Heat Stress monitoring</li> <li>• Exclusion and support zone communications support</li> <li>• Over-packing operations</li> <li>• Mechanical mitigation, plugging and patching</li> <li>• Chemical pumping</li> <li>• Chlorine container mitigation</li> <li>• Emergency response resource brokering</li> <li>• Emergency response procedures technical specialists</li> <li>• Photo/visual hazard zone documentation</li> <li>• Particulate hazard monitoring</li> <li>• Floating chemical containment</li> <li>• Temporary storage of recovered material</li> <li>• Waste characterization and disposal advice/coordination</li> <li>• Equipment decontamination</li> </ul>	<p><b>Command, Control and Communications</b></p> <ul style="list-style-type: none"> <li>• Maintain facilities necessary to collect, process, display, evaluate and disseminate operational information</li> <li>• Carry out emergency destruction of classified material and equipment rapidly and efficiently</li> <li>• Provide VHF-FM voice communications</li> <li>• Provide uncovered landline communications circuits</li> <li>• Provide computer data uncovered landline communications circuits</li> <li>• Provide uncovered/ secure 800Mhz voice communications compatible with other federal, state and local agencies</li> <li>• Provide uncovered / secure cellular voice communications</li> <li>• Provide uncovered/ secure satellite communications</li> <li>• Maintain a lightweight world wide secure encrypted digital voice and multimedia communications system</li> <li>• Fly-away communications suite capable of supporting all required capabilities in this mission area</li> <li>• Provide Level "A" capable communications</li> </ul>
<p><b>Chemical Weapon and Biological Agent Response</b></p> <ul style="list-style-type: none"> <li>• Entry into chemical weapon and biological agent environments</li> <li>• Exclusion and support zone monitoring</li> <li>• Heat stress monitoring</li> <li>• Exclusion and support zone communications support</li> <li>• Surface decontamination operations</li> <li>• Personnel decontamination operations</li> <li>• Emergency response team resource brokering</li> <li>• Emergency response procedures technical specialists</li> <li>• Photo/ visual hazard zone documentations</li> </ul>	<p><b>National Environmental and Marine Response</b></p> <ul style="list-style-type: none"> <li>• Provide pre-staged equipment for threats of release or spill</li> <li>• Provide team logistical support, management and coordination</li> <li>• Provide site assessment and characterization, hazard identification</li> <li>• Maintain air monitoring capability</li> <li>• Maintain a modeling and trajectory of spills or release capability</li> <li>• Maintain multi-media mitigation and source control equipment support</li> <li>• Maintain Emergency Medical Technician support, medical monitoring and medical countermeasures for responder capability</li> <li>• Provide team and other responding agency personnel decontamination</li> <li>• Provide Federal On Scene Coordinators representatives</li> <li>• Provide Deputy Incident Commander or incident-specific FOSCs</li> <li>• Provide resource and cost documentation</li> <li>• Maintain spill/release management support capability for critical ICS positions</li> <li>• Conduct operations with CG, federal, state and local response agencies</li> </ul>
<p><b>Oil Spill Response</b></p> <ul style="list-style-type: none"> <li>• Maintain dispersant use oversight and effectiveness monitoring for Special Monitoring for Alternative Response Technologies (SMART)</li> <li>• Maintain in-situ burn use oversight and effectiveness monitoring for SMART</li> <li>• Maintain oil spill containment (open-water, near coastal, rivers, shoreline and tidal zone) capability</li> <li>• Maintain skimming (open-water, near coastal, rivers, shoreline and tidal zone) capability</li> <li>• Maintain offshore containment equipment capability</li> <li>• Maintain source control capability</li> <li>• Maintain decontamination equipment capability</li> <li>• Maintain temporary storage of recovered oil/ oiled wastes capability</li> <li>• Maintain Shoreline Cleanup Assessment Team (SCAT) capability</li> <li>• Oil vapor air monitoring</li> <li>• Planning, execution and oversight of oil containment measures</li> <li>• Planning, execution and/ or oversight of oil response cleanup</li> <li>• Knowledge of alternative response technologies</li> <li>• Thermal imaging</li> <li>• Provide waste characterization and disposal advice and coordination</li> </ul>	<p><b>Radiological Response</b></p> <ul style="list-style-type: none"> <li>• Detection of alpha, beta, gamma, and neutron radiation</li> <li>• Identification of gamma isotopes</li> <li>• Direct personnel monitoring, real time external dosimetry</li> <li>• Time, distance, shielding protective actions</li> <li>• Entry into hazardous radiological environments</li> <li>• Exclusion and support zone radiation monitoring</li> <li>• Personnel decontamination operations</li> <li>• Surface decontamination operations</li> <li>• Emergency response procedures technical specialists</li> <li>• Photo / visual hazard zone documentation</li> </ul>
<p><b>Training</b></p> <ul style="list-style-type: none"> <li>• Incident Command System (ICS) Training for FOSC staff</li> <li>• ICS courses</li> <li>• ICS position specific workshops and on-the-job training</li> <li>• Individualized training on pieces of response equipment</li> </ul>	<p><b>Salvage Response</b></p> <ul style="list-style-type: none"> <li>• Advice on safe salvage, wreck removal and transfer operations</li> <li>• Salvage / wreck removal plan development assistance and review</li> <li>• Coordination between players in salvage community</li> <li>• Salvage / wreck removal contractor monitoring</li> <li>• Lightering / pumping or monitoring contractor lightering operations</li> <li>• Basic above water vessel damage assessment</li> <li>• Dewatering / de-ballasting or monitoring similar contractor operations</li> <li>• Plugging and patching</li> <li>• Damage control assessment/ assistance</li> <li>• Commercial diving operations oversight</li> </ul>



# Personal Protective Equipment

**LEVEL D**



**LEVEL C**



Level D is the minimum protection required. Level D protection is primarily a work uniform.

The same level of skin protection as Level B, but a lower level of respiratory protection is needed. One- or two-piece splash suits are worn with a single cartridge respirator. Chemicals are not hazardous via skin absorption and are typically well below established exposure limits. Level C is required when the concentration and type of airborne substances are known and the criteria for using air purifying respirators is met.

Components		
Coveralls	Gloves	Safety Glasses
Face Shield (optional)	Boots	Hardhat
Emergency Escape Breathing Device (EEBD)		

Components	
Chemical-Resistant Clothing	
Chemical-Resistant and Steel-Toed Boots	
Full-Face, Air-Purifying Respirator	
Inner and/or Outer Chemical-Resistant Gloves	
Hard hat	Face shield



*team*  
**Resources**



*and*  
**Capabilities**

**LEVEL B**



**LEVEL A**



The same level of respiratory protection is required as in Level A, but a lesser degree of skin protection is needed. In the past, Level B protective clothing would include either a one piece ensemble with the SCBA worn outside the garment. Separate gloves and boots would be sealed at the interfaces to minimize chemical penetration. Some are now using encapsulating garments that are not vapor tight as Level B garments.

Level A protection is required when the greatest potential for exposure to hazards exists and when the greatest level of skin, respiratory and eye protection is required.

Components	
Positive-Pressure Breathing Apparatus	Chemical-Resistant Clothing
Inner and Outer Chemical-Resistant Gloves	
Chemical-Resistant and Steel-Toed Boots	
Hard Hat	Face Shield

Components
Positive-Pressure, Self-Contained Breathing Apparatus
Totally Encapsulating Chemical-Protective Suit
Chemical-Resistant, Steel-Toed, Shankled Boots

*team*  
**Resources**



*and*  
**Capabilities**

**Hazardous Material Response Trailer**



The HMRT trailer houses all chemical response gear to sustain a response for 5-7 days. It is road-deployable anywhere within the continental United States without need of special permits and can be deployed by aircraft. Each strike team has one HMRT.

Components		
Bauer Compressor	Satellite Internet with Computer and TV	
Observation Deck	Crew Rest Space	Tool Kit
Chemical Protective Suits	SCBA Bottles and Regulators	
Air-Purifying Respirator (APR) Cartridges		
Drum Handling Equipment	Decontamination Equipment	
Emergency Medical Technician Kit (including coolers and tents)		
Administration Supplies		

**Air-Deployable Hazardous Material Response Trailer**

The “Level A” chemical response trailer houses all chemical response gear and is self-sustaining for one–three days. The AST and GST have this capability.

Components		
Chemical Protective Suits	SCBA Bottles and Regulators	
APR Cartridges	Tool Kit	Decon Equipment
EMT Kit Equipment	Administration Supplies	
Drum Handling Equipment		







## Mini-ANDROS II Robot



The Mini-ANDROS II Robot provides the NSF with visual first responder capability. It can be used for remote atmospheric testing and is equipped with a real-time video uplink system that can provide downrange intelligence for entry teams. The visual data can also be provided to key Department of Homeland Security decision makers. The robot can be operated at a distance of 1,200 feet through optic fiber cable. Each strike team has one Mini-ANDROS II robot.

Components	
Dual-Track/Wheeled Chassis	
Articulating Front and Rear Tracks	
Telescoping Arm with Shoulder Pivot and Wrist Pivot	
8-inch Opening Gripper with Continuous Wrist Roll	
Black/White Arm Camera with Auto Iris, Fixed Focus and Wide Lens	
Color Camera with Light and 6:1 Zoom Lens on Pan/Tilt	
Folding Vertical Surveillance Camera Extend Assembly	
Drive Camera Fixed Position Mount on Front of Chassis	
24-Volt Battery Pack with Charger	
Tool Kit	
Tabletop Controller	

## Flood Response Trailer

Two johnboats are stacked on a 2-axle trailer with two outboard motors, two ATVs and fuel for rapid deployment in shallow water or flood responses. They can be transported by road or C-130.

Each 14-foot johnboat is an aluminum hulled vessel powered by one 20 horsepower outboard engine. The boat can be used to deploy harbor boom, transfer personnel and conduct other logistical tasks.

The ATVs are four wheel drive, light terrain vehicles. The strike teams have different makes and models of ATV in their inventories to perform a variety of functions from personnel transport to carrying equipment. The vehicles are for off road use only and are ideal for beach surveys. Load capacity, including rider and gear, is 380 lbs. Front cargo rack maximum capacity is 66 lbs. Rear cargo rack maximum capacity is 132 lbs.

The ATV has the capability of (four) forward gears and (one) reverse gear. They can tow a light trailer utilizing a 1-7/8" trailer hitch ball. They can also be operated at night due to installed lighting systems.

Each strike team has one flood response trailer. (configuration varies)



Components		
Two 14 foot Johnboats	Two 20hp Outboard Motors	Two ATVs
	Fuel	

*team*  
Resources



*and*  
Capabilities

Vessel of Opportunity Oil Skimming System



Components

Container	Skimmer	DS-250 Pump	Outrigger Assembly	Lifting Assembly	Submersible Pump, CCN-150-5C
Control Stand	Air Compressor	Hydraulic Prime Mover (HPU) Deutz	Flexi-Sweep Boom or Fast Sweep Inflatable Boom	Barge, Inflatable Oil Recovery	Trailer, 48'

VOSS is a modular, oil recovery skimming system that can be secured to and operated from a vessel of opportunity at a spill site. With this system, a vessel between 60 to 400 feet in length can be quickly transformed into an oil recovery vessel. The optimum size vessel is 100 to 300 feet long. The vessel must be capable of operating at a sustained speed of one-half to one knot and have strong rails which can accommodate universal clamps to rig the outriggers and skimmer lifting davit. Rails at least three feet high are required for davit clamps, while two-foot high rails, bollards and chocks are needed to attach outrigger clamps. It must have minimum 300- to 550-square foot deck space for equipment layout, rigging and storage. Freeboard in the aft third of the vessel of ten feet or less is desirable to facilitate rigging the "J" sweep boom configuration. A shipboard weight handling boom or crane with a 2000-pound capacity to facilitate installation of equipment is recommended, if available. Installation of lifting davits is not required when a shipboard crane can place the 400 pound skimmers into the water, inside the boom pocket on both sides

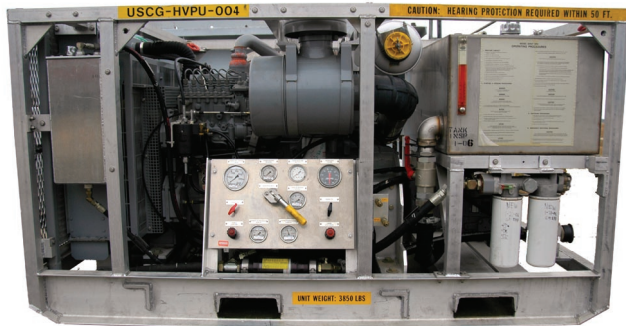


of the ship. The VOSS has a maximum skimming output of 190 gallons per minute and a maximum sweep width of 42 feet off each side or 84 feet plus the beam of the vessel. It can skim and pump both light and heavy oil at one-half to one knot, using the fast sweep boom, depending on sea state, oil viscosity and thickness. The VOSS is pre-staged on a 48-foot low-bed tractor trailer for fast response. It has two containers, each with a complete sweeping and skimming system for one side of a vessel. These systems can be split between two vessels or installed on one vessel as a two-sided sweeping system. Two collapsible inflatable barges are also staged on the trailer in their own containers for storage and transport of recovered oil or off-loaded product. The entire VOSS and two barges without the trailer can be loaded on a C-130 military aircraft, or with the trailer on a C-5 military aircraft, for transport to distant locations. A VOSS configured with fast sweep boom is configured differently. For this reason fast sweep loads cannot be split without consulting the appropriate DRAT or NSFCC personnel. Each strike team has one VOSS.





## Viscous Oil Pumping System



### Components

	Hystar Prime Mover
Not Pictured:	Control Stand, Hot Water Units, Tank with Water Pump, Steam Lines

VOPS is designed to be incorporated into and enhance an existing offloading pumping system. It is designed to be used when the oil characteristics to be pumped create higher frictional hose resistance than either the pump or the hose system can handle in the form of discharge pressure.

The system is based around the concept of injecting a small amount of water via a uniquely designed annular injector into the internal circumference of a pipe or hose which is pumping oil. The water forms an internal coating, or tube of water, between the oil and the pipe wall. This water sleeve replaces the oil-to-hose wall friction factor with an oil-to-water friction factor. This creates a drastic reduction in head pressure from friction losses.

It must be noted that the VOPS as provided is in itself not a complete lightering system. It is instead a system that enhances the operation of existing lightering pump systems. Each strike team has one VOPS.

## Canflex Sea Slug Fluid Containment Bladder



The Fluid Containment Bladder is used for storage and transportation of recovered fluid during oil spill recovery operations. The FCB is a flexible, closed tube tapered at each end with a cast aluminum fitting assembly designed to distribute the towing load to the container fabric. The FCB comes with all fittings and gear for filling and towing operations at sea and can additionally be used for fluid storage on land.

The Sea Slugs are constructed using high strength PVC-coated polyester material with closed-cell foam for floatation. The sea slug has a stainless steel towing gear, with marine grade aluminum fittings. To protect the FCB from damage due to inadvertent grounding, the bottom half is fitted with a second skin which is sealed in place. Each end of the bladder also has a connection for filling or off-loading and the front of the FCB has a smaller bladder used for buoyancy. Each strike team has two 10,000 gallon sea slugs. The GST has two additional 25,000 gallon sea slugs.





## 32-Foot Munson Utility Boat



Specifications	
Beam	10.5'
Draft	2.5'
Freeboard	3.7'
Engine	(2) 225 hp
Fuel	gasoline, 140 gallon capacity
Load Capacity	16 people
Length	32.5'
Weight	8,850 lbs. without trailer

The 32-foot Munson utility boat has a square bow, a drop ramp door, a wheel house, a tow bit, a removable J-davit, complete hydraulics package and a full array of electronics. The boat can operate in seas up to six feet, transport up to 16 people at one time, and is powered by twin/counter-rotating 225-horsepower engines for increased maneuverability. It is transportable over the road or by C-5 aircraft. Each team has one 32-foot Munson.

## 17-Foot Rigid Hull Inflatable Boat



Specifications	
Beam	7.9'
Draft	16"
Engine	(2) 40 hp
Fuel	gasoline, 12 gallon capacity
Load Capacity	8 people or 890 lbs
Length	17.4'
Weight	1,700 lbs

The 17-foot RHIB has a fiberglass keel and deck. It can be used to deploy harbor boom, transfer personnel and conduct other logistical tasks. It is powered by two 40-horsepower outboard engines and is mounted on its own road-ready trailer for transport over the road or by C-130. The GST and PST have one 17-foot RHIB and the AST has a 50-horsepower 18-foot RHIB.



*team*  
**Resources**



*and*  
**Capabilities**

**24-Foot Munson Utility Boat**



The 24-foot Munson utility boat is an aluminum-hulled vessel. It can be used to deploy harbor boom, transfer personnel and conduct other logistical tasks. It is powered by two 90-horsepower outboard engines and is mounted on its own road-ready trailer for transport over the road or by C-130. The PST and GST each have one 24-foot Munson boat. The AST has a 23-foot Sea Ark with two 130-horsepower engines and the same capabilities as the Munson.

Specifications	
Beam	8.0'
Draft	1.2'
Freeboard	2.5'
Engine	(2) 90 hp
Fuel	gasoline, 70 gallon
Load Capacity	12 people
Length	23.3'
Weight	3,000 lbs

**18-Foot Johnboat**



The 18-foot johnboat is an aluminum-hulled vessel. The boat can be used to deploy harbor boom, transfer personnel and conduct other logistical tasks. It is powered by one 50 horsepower outboard engine and is mounted on its own road-ready trailer for transport over the road or by C-130. Each team has a johnboat.

Specifications	
Beam	5.3'
Draft	18"
Engine	50 hp
Fuel	gasoline, twin 6 gallon
Load Capacity	4 people
Length	18.4'
Weight	1,300 lbs



## Fly-Away Box (Gulf Strike Team)



The GST developed the “fly-away” box to address the need for an easy-to-deploy offshore HAZMAT load for the NSF. This ISU-90 box is air-loadable, containing what almost mirrors the standard level “A” trailer load, just in a condensed package. With the small size, the team is able to deploy this gear by air, boat or a combination of the two. Keeping the contents modular allows responders to load the specific gear that is required and deploy the box to a platform, offshore vessel or remote location to

conduct a HAZMAT response.

The GST developed the prototype and took their proposal to the NSFCC. A workgroup was formed with the AST and PST to enhance what they had conceived. The GST conducted several drills onboard vessels and worked with the Aviation Training Center to affirm this concept idea and have had much preliminary success. Once finalized, this concept idea closes a gap the teams have identified.

### Components

Level A and B suits	Tool Kit	Light Kit	Ventilation Fan	Sample Kit
SCBA Unit	Rescue Sked	Winch kit	Drum Liners	Lime Paks
Oxygen Bottles	Generator	Fire Extinguisher	Uni-Hoist	<i>other misc. gear</i>

## Pump Load

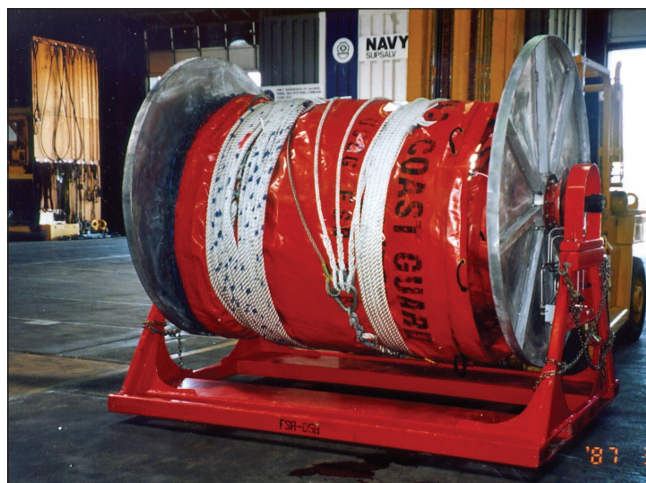
The large pumping system is designed for lightering oil tankers and cargo vessels. The submersible pumps incorporated in the ready load are capable of pumping a wide range of petroleum products, mild acids, corrosives, and water. The large pumping system is prestaged on a trailer and palletized into four segments, ready for rapid deployment by aircraft or tractor trailer. The system consists of two HPU Deutz prime movers, one HVPU Highstar prime mover, three submersible pumps with associated hoses on pallets, and one support box with various kits. Additional stainless steel discharge hoses (3” - 6”) are available to add to the load as required for chemical off-loading of corrosive materials. The hoses are flex hose type with a stainless steel braided cover and cam-lock fittings.



### Components

Prime Mover HPU	Prime Mover HVPU	Submersible Pump
6” Discharge Hose (1,200 ft.)	Fuel Bladders	<i>other misc. gear</i>

## Inflatable Boom



The purpose of the boom is to provide a barrier to contain, collect, or protect areas from oil floating on the water. The inflatable boom is designed to be rapidly deployed and recovered with a minimum amount of manpower. In 30 minutes four personnel can deploy 656 feet of boom from the reel or retrieve it from the water. A diesel hydraulic power pack supplies hydraulic power to the integral air blower and to the boom reels. A tool box containing spare parts and accessories completes the staging unit inventory. Each team has more than 6,500 feet of inflatable boom on hand.

### Components

6,500+ Feet of Boom	Hydraulic Prime Mover	Air Blower
Spare Parts Box	Set Lifting Bar and Bridles	





## PIAT Response Kit



The Public Information Assist Team brings a response kit to every incident deployment. The kit includes items that are needed to accomplish their mission, but may not be readily available at each response site.

The kit enables PIAT members to create and distribute news releases through e-mail and the on the web from any location a cell phone reception is available. It also enables them to take photographs and video, process both and upload them for distribution.

A portable Digital Video Recorder allows the team to record television news broadcasts for media analysis and documentation.

### Components

Digital SLR Camera	Video Camera	Travel Printer
18-200mm Lens	MiniDV Player	Laptop
17-35mm Lens	100GB DVR and Storage Device	Blank CD-Rs, DVD-Rs, and MiniDV's
SB-600 Flash	USA Road Map	EVDO Wireless Card
AP Stylebook	Joint Information Center Model	U.S.C.G. Incident Management Handbook



# Frequently Asked Questions

## National Strike Force

**Q: How do I request strike team assistance?**

**A:** You may contact the strike team in your area for direct deployment of needed strike team assets. Teams maintain an aggressive response posture to provide maximum Special Team support to FOSCs. Ask for the Response Officer, Operations Officer or Officer of the Day.

**Q: What changes did the NSF undergo as part of its transfer to the Deployable Operations Group?**

**A:** The NSF mission and methods for requesting assistance have not changed under the DOG. The NSF has greater connectivity with other deployable specialized forces and has increased the training connections with these forces. All other changes are administrative in nature and are anticipated to have a positive effect on the readiness, equipment and training postures for the NSF.

**Q: If I am uncertain as to whether an incident requires additional support from the strike team, what should I do?**

**A:** Call. Our Commanding Officers, response officers or command duty officers will discuss the incident and specifically recommend what equipment or personnel resources they can provide to support you during the response.

**Q: Where can I get equipment listings for various OSROs in and out of my AOR?**

**A:** The Response Resource Inventory (RRI) is a database that is maintained at the NSFCC and contains equipment inventory for classified OSROs. The database contains locations as well as equipment amounts and capabilities. Information derived from the RRI can be retrieved from the NSF website; for specific OSRO's inventory please contact the Response Support Division at 252-331-6000 ext 3036.

**Q: How do I request Public Information Assist Team assistance?**

**A:** If you are having a significant event and you need public information people skilled in the Incident Command System (ICS), Joint Information Centers (JICs), risk communications and crisis media relations you may request PIAT assistance through the NSFCC at (252) 331-6000 or through the National Response Center at (800) 424-8802.



**2007**  
YEAR IN REVIEW

**Produced by the National Strike Force**

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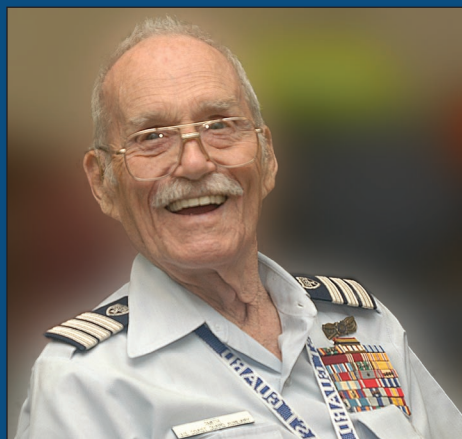
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# In Memory of NSF Auxiliarists



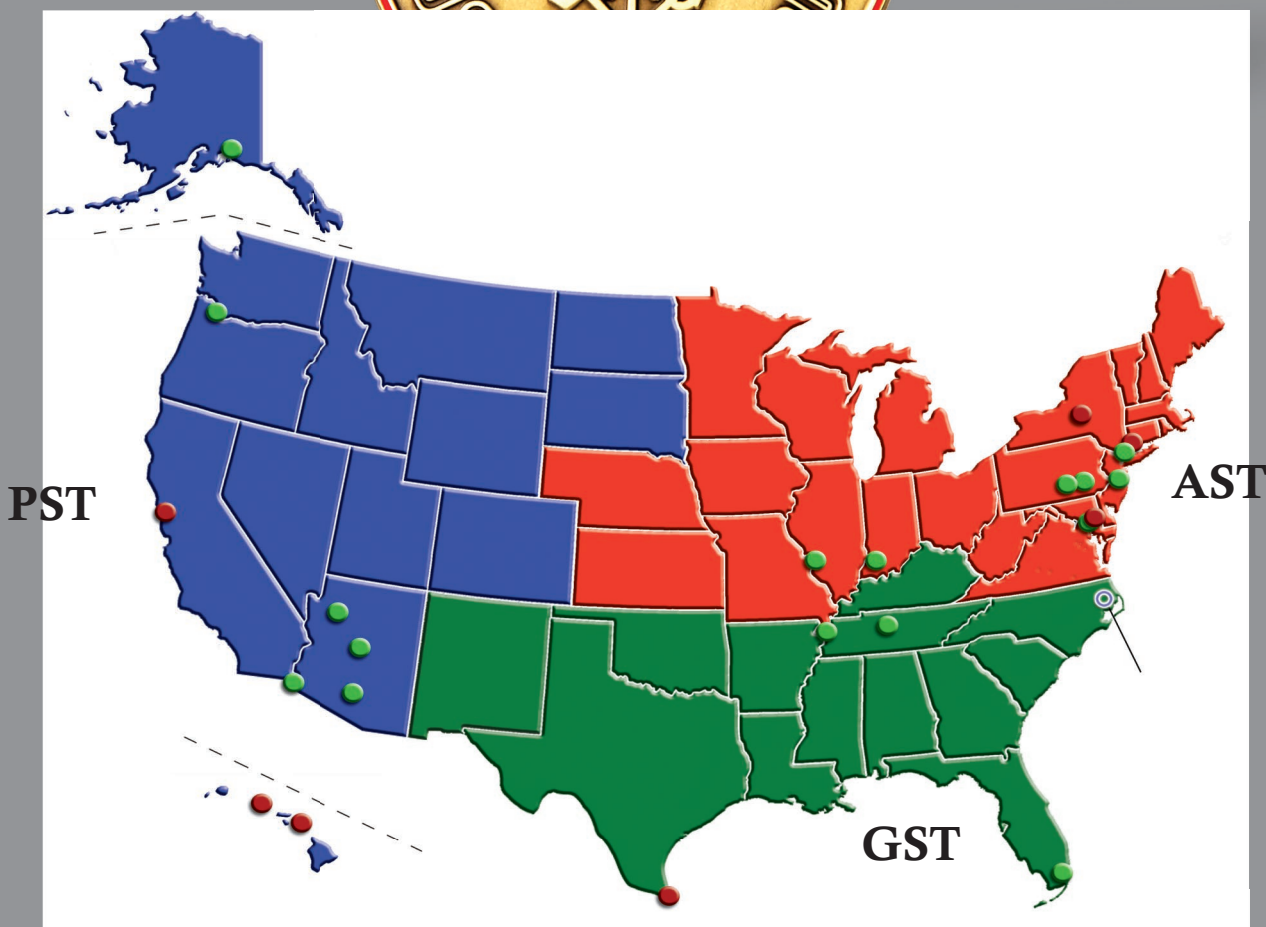
The National Strike Force lost three members in 2007 when Auxiliarists George Ivett Smith, 81, Thomas A. Murray, 74, and Francis "Buzz" Lombardi, 69, died.

The NSF Teams, as well as the Coordination Center benefited greatly from the time and work these Auxiliary members generously donated.

Smith, pictured left, a native of Akron, Ohio died Nov. 29. He volunteered at the NSFCC from 2003 to 2007, as the assistant security officer, assistant vehicle officer and quarterdeck manager.

Murray, pictured center, an officer of the day at the AST died Dec. 26. Lombardi, pictured right, also a member of the AST died Jan. 21. They served as watchstanders in the Incident Response Center by fielding telephone calls as well as maintaining response board information.

The U.S. Coast Guard Auxiliary is a volunteer-based organization with 28,000 members that directly support the Coast Guard in a variety of ways. Currently nine Auxiliarist members volunteer throughout the NSF.



### Contact the National Strike Force

Atlantic Strike Team	(609) 724-0008
Gulf Strike Team	(251) 441-6601
Pacific Strike Team	(415) 883-3311
Coordination Center and Public Information Assist Team	(252) 331-6000

National Strike Force Web Site: [www.uscg.mil/hq/nsfweb/index.html](http://www.uscg.mil/hq/nsfweb/index.html)

National Strike Force News Web Site: [www.StrikeForceNews.com](http://www.StrikeForceNews.com)