

KAUAI NET REMOVAL PROJECT - Sign Locations**NORTHSHORE:**

KEE BEACH
HAENA BEACH PARK
WAINIHA STORE
HANAIEI PAVILLION
BLACKPOT BEACH/HANAIEI PIER
CHING YOUNG VILLAGE
JAVA KAI
HANAIEI GOURMET
HANAIEI SURF CO.
HANAIEI LIQUOR STORE
KAI KANE SURF & SPORT
HANAIEI DOLPHIN & FISH MARKET
PRINCEVILLE SHOPPING CENTER
ANINI BEACH PARK
KILAUEA MENEHUNE FOODMART
KILAUEA SUPER SERVICE (SHELL)
PAU HANA PIZZA

LIHUE TOWN:

FISH EXPRESS
7-11 LIHUE
ARA'S SAKANA-YA
BIG SAVE
7-11 HANAMAULU
RICE SHOPPING CENTER
LIHUE FISHING SUPPLY
KALENA FISH MARKET
NAWILIWILI BOAT HARBOR
NAWILIWILI YACHT CLUB

EAST-SIDE KAPAA:

WHALERS GENERAL STORE ANAHOLA
DUANE'S ONO BURGER
ANAHOLA POST OFFICE
KEALIA STORE
KOJIMAS
KAPAA NEIGHBORHOOD CENTER
JAVA KAI
KAUAI MARINE
KAPAA BEACH PARK
BUBBA BURGERS
M. MIURA STORE
TAMBA SURF SHOP
OLYMPIC CAFÉ
HULA-GIRL
PONO FISH MARKET
LARRY'S MUSIC STORE
KAPAA LIQUOR & WINE
WAIPOULI VARIETY STORE

SOUTH-SIDE/WEST-SIDE:

KOLOA BIG SAVE
KOLOA FISH MARKET
KUKUIULA STORE
KUKUIOLONO STORE
BIG SAVE ELEELE
PORT ALLEN BOAT HARBOR
BIG SAVE WAIMEA

AN ENTANGLING PROBLEM



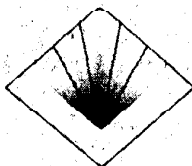
KEEP KAUAI FREE OF ABANDONED FISHING NETS

BE A PART OF THE SOLUTION.

Abandoned fishing nets damage coral reefs and endanger marine life. Tesoro Hawaii needs your help in identifying the locations of abandoned nets so that we can remove them.

If you see fishing nets along Kauai's beaches, lodged in coral or

drifting in waters up to 30 feet deep offshore, from Kilauea Point to Makaheua Point or from Makaha Point to Mana Point, let us know. Report the locations to the Hawaii Sea Grant Derelict Fishing Net Hotline at (808) 956-2861. Mahalo!



TESORO

The abandoned fishing net removal project is part of Tesoro Hawaii's consent decree with federal and state government agencies to help restore Kauai's marine environment and compensate for any harm incurred to natural resources following its oil spill in 1998.

LIST OF DIVE SHOPS

COMPANY	TITLE	FIRST NAME	LAST NAME	MAILING ADDRESS	CITY	STATE	ZIP		
							CODE	PHONE	FAX
Fathom Five Divers	Mr.	George	Thompson	3450 Poipu Road	Koloa	HI	96756	742-6991	742-9791
Watersports Adventures	Mr.	Greg	Winston					821-1599	
Hanalei Water Sports	Mr.	David	Takeda	Princeville Hotel, 520 Ka Haku Road	Princeville	HI	96722	826-7509	826-1126
Wet-N-Wonderful	Mr.	Chris	Norman	P. O. Box 840	Kapaa	HI	96746	822-0211	822-9762
Ocean Odyssey	Mr.	Ray	Frechette	4331 Kauai Beach Drive	Lihue	HI	96766	245-8681	335-5440
Sunrise Scuba Adventures	Mr.	Casey	Gough	1038 Kuitio Highway	Kapaa	HI	96746	822-7333	823-6515
Seasport Divers	Mr.	Marvin	Otsuji	2827 Poipu Road	Koloa	HI	96756	742-9303	742-6636
Mana Divers	Mr.	Ken	Lewis	4310 Waialo Road, Bay 3	Hanapepe	HI	96716	742-9849	335-0462
Bubbles Below Scuba Charters	Mr.	Ken	Bail	P. O. Box 157	Eleele	HI	96705	332-7333	332-0340



TESORO

Tesoro Hawaii Corporation
733 Bishop Street, Suite 2800
P.O. Box 3379
Honolulu, Hawaii 96842-0001
808 547 3111
808 547 3145 Fax

September 18, 2001

Mr. George Thompson
Fathom Five Divers
3450 Poipu Road
Koloa, HI 96756

Dear Mr. Thompson:

Next month, Tesoro Hawaii is planning to implement a derelict fishing net removal project. The project is part of a consent decree resulting from Tesoro's oil spill in August 1998. We are working in collaboration with representatives from federal and state government agencies on this important project.

The responses we have received from the Kauai business community have been very positive and supportive. Some have expressed interest in assisting with our net removal efforts and we appreciate the offer, but Tesoro has signed an agreement with contractors to perform the actual net removal. However, we would like your assistance in another area.

As stated in the consent decree, we are concentrating our efforts on the east side of Kauai, from Kilauea Point to Poipu, and on the west side of the island near Barking Sands. In the course of your dive tours, I would appreciate your assistance in identifying the locations of any large nets in these areas by calling the Hawaii Sea Grant Fishing Net Hotline at (808) 956-2861.

Enclosed is a flyer that you may post in your shop to inform your employees and customers about our project and how they can help in reporting the location of nets.

Thank you very much.

Sincerely,

F. David Hoffman, Jr.
Environmental Affairs Manager

HELICOPTER OPERATORS LIST

COMPANY	TITLE	FIRST NAME	LAST NAME	MAILING ADDRESS	CITY	STATE	ZIP CODE
Air Kauai, Inc.	Mr.	Chuck	DiPiazza	3651 Ahukini Rd.	Lihue	HI	96766
Bali Hai Helicopter Tours, Inc.	Mr.	James	Le	P. O. Box 626	Hanapepe	HI	96716
Heli USA Airways, Inc.	Mr.	Rich	Johnson	5-3541 Kuhio Highway	Princeville	HI	96722
Island Helicopters Kauai, Inc.	Mr.	Curtis	Lofstedt, Jr.	P. O. Box 831	Lihue	HI	96766
Jack Harter Helicopters, Inc.	Mr.	Jack	Harter	P. O. Box 306	Lihue	HI	96766
Ohana Aviation, Inc.	Mr.	Bogart	Kealoha	P. O. Box 471	Lihue	HI	96766
Safari Aviation, Inc.	Mr.	Preston	Myers	P. O. Box 1941	Lihue	HI	96766
South Sea Helicopters, Inc.	Mr.	Dennis	Esaki	3901 Mokulele Loop, #32	Lihue	HI	96766
Will Squyres Helicopter Tours	Mr.	Will	Squyres	P. O. Box 1770	Lihue	HI	96766



TESORO
Tesoro Hawaii Corporation
733 Bishop Street, Suite 2800
P.O. Box 3379
Honolulu, Hawaii 96842-0001
808 547 3111
808 547 3145 Fax

September 7, 2001

Mr. Chuck DiPiazza
Air Kauai, Inc.
3651 Ahukini Road
Lihue, HI 96766

Dear Mr. DiPiazza:

Tesoro Hawaii, in cooperation with various federal and state agency representatives, will be undertaking an ambitious week-long project to locate and retrieve large derelict fishing nets which are stranded along Kauai's shorelines or lodged in coral reefs in near offshore areas.

Based on your overflights of Kauai's coasts, we would like to ask for your assistance and input in helping us locate any large, abandoned fishing nets that your pilots or personnel may have seen while flying on the eastern shores, from Kilauea Point to Poipu, and on the west side of the island in the Barking Sands area, from Makaha Point to Mana Point. You can report the specific location of any such large nets to the Hawaii Sea Grant Derelict Fishing Net Hotline at (808) 956-2861. That information will be made available to us in helping to locate nets and in implementing a plan to retrieve as many as are feasible within the scope of the project.

The net removal project is scheduled to begin in early October and is part of a consent decree resulting from Tesoro's oil spill in August 1998. The project is designed to help minimize damage to Kauai's coral reefs and to restore and rejuvenate the marine environments on Kauai which may have been adversely affected or threatened by the presence of such nets. We also believe that removal of as many nets as possible will serve to enhance Kauai's beauty and its attraction for visitors.

If you have any questions, please call me at (808) 547-3280.

Mahalo for your support.

Sincerely,

F. David Hoffman, Jr.
Environmental Affairs Manager



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HAWAII COMMUNITY FOUNDATION

The September 11th Fund

CLICK TO SUPPORT OUR SPONSORS

Honolulu Star-Bulletin

ONLINE ★ EDITION

Tuesday, May 15, 2001



STAR-BULLETIN 7/1999

Francis Bacayo, Rosie Ross and Johnene Hallock cleared away marine debris from Kahuku Beach on Oct. 15, 1999. Today, a group of 22 Coast Guard volunteers cleaned up the beach.

Groups urge alert eyes for errant fishnets

Star-Bulletin staff

If you see fishing nets and other marine debris, phone it in.

A new Derelict Fishing Net Hotline has been established to map where junk fishnets are turning up on the main Hawaiian Islands.

Marine debris has been studied (and then removed) from the Northwestern Hawaiian Islands, but until now no one has really pinpointed where the debris washes up on the populated islands. The debris is a hazard to sea life, especially endangered sea turtles, monk seals and seabirds.

Enter a new cooperative venture of the state Division of Aquatic Resources, Hawaii Sea Grant and the state Coastal Zone Management program. The work is being funded by a \$40,000 National Oceanic and Atmospheric Administration grant.

University of Hawaii geology graduate student Scott Godwin will be plotting the location of drift nets for a year and turning the study over to the Department of Land and Natural Resources.

Don't expect to phone in a net location and see it gone the next week, warned Godwin. It will be up to the department to figure out how to remove nets. But just locating where they wash ashore most frequently will help, in the long run, to solve the problem, he said.

To reach the hot line, call (808) 956-2861. The program also includes neighbor islands.

[E-mail to City Desk](#)

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SEP 07 2001

Derelict nets around Kauai to be removed

Tesoro Hawaii agrees to do the cleanup as penance for spilling oil that affected Kauai

By Anthony Sommer
tsommer@starbulletin.com

LIHUE >> Tesoro Hawaii has agreed to spend \$700,000 to clean up derelict fishing nets around Kauai as part of a consent decree settling a lawsuit stemming from a 1998 oil spill off Barbers Point.

The company spent about \$2.5 million cleaning up tar balls that came ashore on Kauai beaches after almost 5,000 gallons of oil leaked from a ruptured hose being used to unload a tanker Aug. 24, 1998. Prevailing currents carried the oil to Kauai.

Tesoro Hawaii does not admit any wrongdoing in the consent decree. The decree states the action is intended as compensation for damage to natural resources by the oil spill.

F. David Hoffman Jr., Tesoro Hawaii's environmental manager, said yesterday the company will hire contractors to

remove derelict nets from reefs and beaches on Kauai's east and west shores over a five-day period, probably in October.

An aerial survey has identified 130 abandoned nets, from fishing boats, that are entangled on the island. Another aerial survey will be conducted before the project begins. Representatives of state and federal agencies will decide which have priority for removal.

Kauai residents who know of derelict nets that may not yet have been identified have been asked to report them to the Hawaii Sea Grant Derelict Fishing Net Hotline at (808) 956-2861.

Derelict fishing nets, usually made of highly durable synthetic materials, pose a major hazard to turtles, marine mammals and fish. They frequently become entangled in coral fringing the shoreline or are partially buried on beaches after drifting hundreds or thousands of miles in ocean currents.

Both the lawsuit and the consent decree were filed in U.S. District Court in Honolulu. The plaintiffs were the state of Hawaii and the federal government.

MEMORANDUM**Tesoro Hawaii Corporation**

TO: File

FROM: Dave Hoffman *FANJ*

DATE: September 21, 2001

SUBJECT: Derelict Net Public Outreach Log

On September 20, 2001, the following dive and fish shops were visited and provided with additional posters for distribution to their customers and operators. The owners were encouraged to solicit input from their customers and operators regarding the location of derelict fish nets along the eastern and western shores of Kauai.

COMPANY	CONTACT	ADDRESS	PHONE	FAX
Seasport	David Moore	4-976 Kuhio Hwy, Kapaa	823-9222	
Dive Kauai	Casey Gough	4-1038 Kuhio Hwy	822-7333	823-6515
Kauai Marine & Mower	Steve Thatcher	1337 Ulu St., Kapaa	823-0556	823-0558
Lihue Fishing Supply	Jean Nakamura	2985 Kalena St., Lihue	245-4930	
KONG Radio	Ron Wiley	4271 Halenani St., Lihue	246-9393	

FDH:ds

cc: Dennis Saito
Nathan Hokama
Mike Latham

SITE SAFETY & HEALTH PLAN
FOR
DERELICT NET REMOVAL PROJECT
ISLAND OF KAUAI

Approval Page

Prepared By:

M. W. Latham 4 October 2001
Tesoro Hawaii Corporation Date

Approvals:

F. David Hoffman, Jr. 5 Oct. 01
F. David Hoffman, Jr. Date
Tesoro Hawaii Corporation

John D. Naughton 10 Oct 01
John Naughton, NOAA Date
National Marine Fisheries Service
Federal Trustee

Elizabeth Galvez 9 Oct 01
Elizabeth Galvez, State of Hawaii Date
Department of Health
Hazard Evaluation and Emergency Response
State of Hawaii Trustee

**SITE SAFETY & HEALTH PLAN
FOR
DERELICT NET REMOVAL PROJECT
ISLAND OF KAUAI**

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**SITE SAFETY & HEALTH PLAN
FOR
DERELICT NET REMOVAL PROJECT
ISLAND OF KAUAI**

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A. PROJECT DESCRIPTION

The goal of the derelict net removal project (the "Project") is to remove abandoned fishing nets from the general area where the Trustees observed impacts from Tesoro Hawaii's product release of 1998. The derelict net removal area includes the adjacent shoreline on Kauai out to a ten-meter depth from Kilauea Point to Makahuena Point (on the eastern shore) and from Makaha Point to Mana Point (on the western shore) – the "Work Area".

B. SCOPE / APPLICATION OF PLAN

Scope:

Personnel Safety is the main priority during any activities connected with the Project. This Site Safety and Health Plan (the "Plan") is intended to address safety and health concerns that may arise during the collection and removal of derelict fishing nets as may be found on shore or in the near shore environment, as a result of pursuing the Project.

Application:

The contents of this Plan apply to all Clean Islands Council (CIC) participating members, PENCO, their authorized contractors, subcontractors and Tesoro Hawaii personnel and any Trustee or regulatory agency personnel involved in any activity relating to the Project.

C. SITE DESCRIPTION

Incident Site: The Project site includes the adjacent shoreline on Kauai out to a ten-meter depth from Kilauea Point to Makahuena Point (on the eastern shore) and from Makaha Point to Mana Point (on the western shore) – the "Work Area".

Areas of operation include: The Work Area defined above, plus any and all additional personnel or equipment staging areas, personnel berthing areas, derelict net waste debris temporary storage areas, helicopter operations areas and the offshore ocean areas where vessels participating in the Project may be operating.

Surrounding Population: Residential, commercial, recreational and military.

Topography: Open ocean
Ocean floor: Varies from sandy to heavy rock and coral formations
Shoreline: Rocky or coral outcrop and sandy beaches

Other areas of Concern: Environmentally sensitive areas

D. OPERATIONAL OBJECTIVES

- Communicate with the public and seek input on derelict net locations
- Provide for the safety of responders and the general public
- Identify location of derelict nets
- Assess feasibility and priority for removal of derelict nets
- Minimize impact to environmentally sensitive resources during Project activities
- Dispose of collected net waste and debris in accordance with an approved Waste Disposal Plan

E. DATES OF OPERATION

This Site Specific Safety & Health Plan covers:

- The aerial survey to be conducted by helicopter on 8 or 9 October 2001; and
- The general Project work period from commencement (anticipated to be 9 or 10 October 2001) forward for an estimated 5 - 7 days, or until the Project is complete.

F. PROJECT COMMAND ORGANIZATION

Project Command will be located at the Aston Kaha Lani. All personnel will sign in and out of the daily briefings.

PROJECT COMMAND:

Project Commander	Dave Hoffman, Tesoro Hawaii Corporation
Deputy Project Commander	Mike Latham, Tesoro Hawaii Corporation
Federal Trustee	John Naughton, National Marine Fisheries Service
State Trustees	Elizabeth Galvez, State of Hawaii, Department of Health Don Heacock, State of Hawaii, Department of Land and Natural Resources
Safety Officer	Mike Latham, Tesoro Hawaii Corporation
Public Information Officer	Nathan Hokama, Tesoro Hawaii Corporation
Planning Section Chief	Kim Beasley, Clean Islands Council (CIC)
Logistics Section Chief	Kim Beasley, Clean Islands Council (CIC)
Finance Section Chief	Kim Beasley, Clean Islands Council (CIC)
Operations Section Chief	Dave Carter, Clean Islands Council (PENCO)
Nearshore Operations Group	Dave Carter – Group Supervisor Stanley Souza Larry Conklin Barry Bruhn
Offshore Operations Group	Randy Cates – Group Supervisor Vessel Captain Three Divers

G. SITE CONTROL

1. Access to the immediate net collection areas should be restricted to authorized personnel only. In the event a media request for photographing/filming of the Work Area is made, the Group Supervisor shall promptly relay the request to the Project Commander or Public Information Officer.
2. Access to vessels involved in this operation will be controlled through normal operating procedures and the vessel Captains.
3. While it is not anticipated, decontamination, if necessary, will be controlled through restricted access.
4. Control will be accomplished at the Project Command Center by restricted access, personnel identification, and a daily briefing sign in/out roster.
5. No person shall enter a work site without being briefed on and subscribing to this Site Specific Safety and Health Plan.

H. TRAINING

It is not anticipated that specialized HAZWOPER training will be required for this Project. Personnel participating in the onshore or offshore Work Areas will receive the appropriate daily safety briefing.

I. GENERAL SAFETY GUIDELINES

During Project operations, response personnel should:

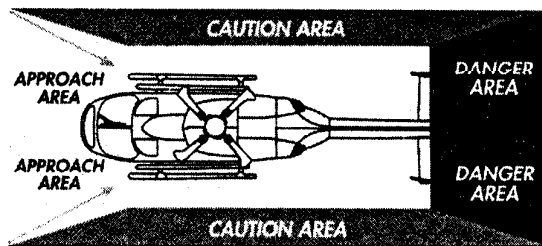
1. Make safety their first priority. **DO NOT** compromise safety for any reason.
2. Follow the Group Supervisor's instructions.
3. Know if safety and health hazards are present before entering a work site.
4. Be alert for hazardous conditions at a work site.
5. Watch out for fellow workers.
6. Set a good example for fellow workers.
7. Attend all required safety briefings.
8. Read all Safety Bulletins, as they may be issued.
9. Wear the personal protective equipment provided.

10. Check for safety devices on equipment and make sure those are operational.
11. Make sure equipment is in proper operating condition before using the equipment.
12. Use equipment properly and store the equipment safely after use.
13. Size up loads before lifting them; avoid lifting heavy equipment.
14. Avoid carrying loads that extend above eye level or otherwise obstruct vision.
15. Observe all warning signs.
16. Observe all site safety and health policies, practices and procedures.
17. Report injuries, illness and near misses when they occur so that they can be investigated and corrective actions promptly instituted.

J. POTENTIAL SAFETY HAZARDS

The hazards that may be encountered during this operation are anticipated to be associated with the following:

Helicopter Operations:



ALWAYS APPROACH THE HELICOPTER FROM THE FRONT

NEVER APPROACH FROM THE DANGER ZONE!

Safety standards should be the same, whether the helicopter's engines are running or shut down. To insure the safest operation, good habits should be established for working with the helicopter:

ON THE GROUND:

- Dress for the weather
- Don't smoke in or around the helicopter
- Stay well to the side of the helipad when the helicopter is arriving or departing
- Secure your clothing and headgear against rotor winds

- Protect your eyes against blown dust and particles
- Keep the helipad clear
- Wait for instructions to approach or leave the helicopter
- Approach and leave to the side or front in a crouched position - never by the rear of the helicopter
- If directed, wait until the rotors stop turning
- Approach and leave by the down slope side - for rotor clearance
- Carry gear firmly at your side, never over your shoulder or above your head
- Never throw items towards or out of a helicopter
- Load cargo carefully and secure it against movement
- Ensure baggage compartment doors are properly closed and latched
- Take a reserve of special medications you require in the event of enroute delays

IN THE HELICOPTER:

- Secure seatbelts (and shoulder straps, if provided) while in flight
- Use helmet or headset if provided
- Remain in your seat unless given permission to move
- Don't smoke unless given permission
- Do not distract the pilot during takeoff, maneuvering or landing
- Read instructions on the operation of doors, emergency exits, and the location of the ELT (emergency locator transmitter) and emergency equipment

DURING AN EMERGENCY:

- Follow instructions
- Do not distract the pilot
- Check that any loose gear in the cabin is secured
- Wear helmet if provided
- Remove eye glasses and put into your pocket (you might need them later)
- Assume brace position
 - Tighten seatbelt

- With shoulder straps, tighten and sit upright, knees together, arms folded across chest
- Without shoulder straps, bend forward so chest is on your lap, head on knees, arms folded under thighs

AFTER AN EMERGENCY LANDING:

- Wait for instructions to exit, or until rotor stops turning
- Assist others to evacuate well clear of the aircraft
- Remove first aid kit and other emergency equipment after no threat of fire
- Administer first aid if required
- Remove ELT, read instructions and activate
- Set up landing site to be as comfortable as possible
- Make the site as conspicuous as possible from the air
- Stay near the aircraft - don't wander away from the site

Always remember that help is on its way

WHEN FLYING OVER WATER:

- Listen carefully to the pilot's overwater pre-flight briefing
- Wear a lifejacket and/or immersion suit
- Know seatbelt fastening, tightening, releasing procedures
- Know the location and operation of doors and emergency exits
- Know the location and operation of the ELT
- During an emergency
 - obey the pilot's ditching instructions
 - remove tie, loosen collar
 - assume brace position when advised by the pilot
- Wait for instructions to exit, or until rotor stops turning
- After a ditching
 - establish a reference position
 - release seat belt
 - inflate lifejacket and life raft when clear of helicopter

Dehydration and Heat stress:

The net removal operations contemplated for the Project can involve strenuous activities that lead to excessive sweating, especially in warm and humid conditions. This is particularly true when you are wearing protective clothing that may reduce your body's ability to discard excess heat. Heat is a potential serious hazard in response operations. Your body builds up heat when you work and sweats to get rid of extra heat. But sometimes your body may not cool off fast enough.

Too much heat can make you tired, hurt your job performance, and increase your chance of injury. You can get skin rash. You can also get:

1. Dehydration. When your body loses water, you can't cool off fast enough. You feel thirsty and weak.
2. Cramps. You can get muscle cramps from the heat even after you leave work.
3. Heat exhaustion. You feel tired, nauseous, headachy, and giddy (dizzy and silly). Your skin is damp and looks muddy or flushed. You may faint.
4. Heat stroke. You may have hot dry skin and a high temperature, or you may feel confused. You may have convulsions or become unconscious. Heat stroke can kill you unless you get emergency medical help.

Try to do these things to minimize the chances of heat stress:

1. Drink a lot of cool water all day— before you feel thirsty. Every 15 minutes, you may need a cup of water (5 to 7 ounces).
2. Keep taking rest breaks. Rest in a cool, shady spot. Use fans.
3. If not required to wear PPE, wear light-colored clothing, made of cotton. If you work in protective clothing, you need more rest breaks. You may also need to check your temperature and heart rate
4. Do the heaviest work in the coolest time of the day.
5. Work in the shade, if possible.
6. For heavy work in hot areas, take turns with other workers, so some can rest.
7. If you think someone has heat stroke, CALL emergency services (or 911). And move your co-worker to the shade, wipe his/her skin with cool water, and loosen his/her clothes. Use a piece of cardboard or other material to fan your co-worker.

Noise Exposure:

Response equipment may generate high levels of noise. Noise can cause hearing loss, disrupt vital communications, cause annoyance, and otherwise impair performance. Earplugs and other types of hearing protection screen out higher noise frequencies and can actually improve your ability to understand voice communications under high noise conditions. A rule of thumb that you can use as an indication of an over exposure to noise is whether or not you can understand another person talking to you in a normal tone of voice from a distance of three feet. If not, you should wear proper hearing protection.

Lifting Hazards:

During response operations, there may be many instances when you are called upon to lift and/or carry a heavy load, sometimes over rough or unstable terrain. If you are involved in such lifting or carrying activities, you should observe the following safe lifting practices:

1. Plan the lift.
2. Stand close to the load.
3. Check the weight of the lift; if it's too heavy, get help or use a lifting device.
4. Squat down and keep your back straight, knees bent, and stomach muscles tight.
5. Use a wide, balanced stance with one foot ahead of the other.
6. Grab the load firmly.
7. Stand up slowly lifting with your legs, not your back.
8. Keep your head and shoulders up and maintain the arch in lower back.
9. Move your feet to change direction; do not twist at the waist.
10. Avoid carrying loads that extend above your eye level.
11. Push, do not pull heavy objects.
12. Communicate with others involved in the lift.
13. Do not get under a suspended load.

Slips, Trips and Falls:

Slips, trips and falls are a major cause of injury, both afloat and ashore. Oily surfaces are extremely slippery and it may be hazardous to walk through an oily area, even with slip-resistant boots. There can also be numerous obstacles on the decks of ships, shoreline protection and cleanup sites and equipment staging areas. When you are engaged in response

operations, you should:

1. Watch out for oil and/or wet surfaces.
2. Report and/or eliminate tripping hazards where possible.
3. When on a boat, use handrails and safety lines.
4. Keep both hands free while walking.
5. Be aware of where you are and what is going on around you at all times.
6. Before engaging in an activity, look around and make sure there is nothing in the way.
7. Never engage in horseplay.
8. Keep all walkways, platforms and work surfaces free of debris, tools, or any obstacles that could create a tripping hazard.

Weather hazards:

Operations at sea may be affected by deteriorating weather conditions. Personnel transfers between small craft should not be conducted if at sea significant wave height reaches 4 feet or more, or if wind speed reaches a sustained speed of 30 knots or greater. Personnel working on the shoreline or in the surf zone must be alert to waves and water conditions. Personnel should not work with their back to the sea. Be prepared for changing weather hazards. Daily weather forecasts should be monitored and briefed during daily safety meetings.

Poisonous/infectious insects, bites, stings and plants

Insect stings and marine stings and puncture wounds may be present hazards in the Work Area. Personnel should not touch insects or animals with their bare hands. Personnel should look before placing their hands or feet in crevices or cracks to avoid insects that may be hiding there. Personnel should report any insect bites or stings to their Group Supervisor.

Since mosquitoes can transmit diseases to humans, prevention of bites is important. Mosquitoes like to bite in the morning and afternoons, often indoors or in the shade. The mosquito that carries dengue fever, the *Aedes* species, is a day biter; so during daylight hours, in areas where mosquitoes are present, protect yourself by properly using anti-mosquito measures. These include wearing repellents, such as DEET (20-30% is safe and effective) and spraying clothing with permethrin (spraying mosquito nets and tents is important, too). Alternatives include Neem oil from India, which can be drunk as a tea or worn as a lotion. Avon's Skin-So-Soft is good, but wears off too quickly to be practical. Mosquito coils also work. Wearing clothing is usually a good idea, especially long sleeves and long pants. To keep from over-heating and from aggressive mosquito punctures one should wear loose-fitting clothes.

K. GUIDELINES FOR VESSEL AND WATER SAFETY

When boarding a vessel, you should:

1. Have your hands free of carried articles, so as to ensure good balance.
2. Become familiar with the layout of the boat.
3. Know where emergency equipment (e.g., fire extinguisher, life jackets, life rings, and life rafts) is stored.
4. Know how to use emergency equipment.
5. Have and wear a U.S. Coast Guard approved personal flotation device.
6. Wear proper clothing.

While you are on-board a vessel, you should:

1. Follow the instructions of the Captain as they relate to your actions on the vessel.
2. Follow the instructions of your Group Supervisor as they relate to the performance of your duties in the response effort.
3. Watch out for slippery deck surfaces, especially if they are covered or stained with oil.
4. Use sorbent pads to clean up oil and/or to improve traction along walkways.
5. Use safety lines when working on the deck.
6. Watch out for erratic boat motions in rough water.
7. Avoid taking medicines for seasickness if they make you drowsy.
8. Do not become distracted by the task at hand; know where you are and what is going on around you at all times.
9. Be aware of ropes and lines on deck; keep clear of lines while they are being deployed.
10. Wear gloves when working with ropes or cables to avoid burns and cuts.
11. Wear a life jacket at all times, unless work requirements prohibit such use and at the express permission of the vessel Captain.
12. Keep safety railings and/or chains in place until it is necessary to remove them to work; replace the railings and/or chains as soon as possible.

If you fall overboard into water, remember that your body will lose heat many times faster in the water than it would in the air, especially from your head, neck, armpits, and groin.

While you are in the water:

1. Orient yourself to any floating hazards that may be around you.
2. Move away from hazards if you are in danger; otherwise stay put until you are rescued.
3. Look for a floatation aid thrown from a vessel.
4. Avoid unnecessary movement of your arms and legs.
5. Float as still as possible, with your legs together, elbows close to your sides, and your arms folded across the front of your life jacket.
6. Try to keep your head and neck out of the water.
7. Do not panic.
8. Try to raise an alarm; if your life jacket has a light or whistle, use it.
9. Do not attempt to swim back to the vessel unless it is close at hand.

If you observe someone else fall overboard, you should:

1. Not take your eyes off the victim.
2. Point to the victim with your arm while you raise the alarm; notify others by calling "man overboard".
3. Throw a flotation aid to the victim; do not throw the device at the victim, but near enough to the victim that they can easily swim to the device.

If a person who has fallen overboard is rational but shivering when he/she is pulled on-board, have him/her remove their wet clothes, put on dry clothes or a blanket, and rest in a warm environment. If the victim is semiconscious or unconscious:

1. Check for breathing and heart beat; administer artificial respiration or CPR as necessary.
2. Move the victim to a warm environment.
3. Remove the victim's clothes; do not massage the skin.
4. Wrap the victim in a blanket to insulate the victim from further heat loss.
5. Do not attempt aggressive warming.

6. Gentle rewarming can be attempted by placing a bottle filled with warm water next to the victim's head, neck, armpits, or groin.
7. Do not give the victim anything to eat or drink; never offer alcohol.

L. GUIDELINES FOR EQUIPMENT SAFETY

The key to equipment safety is knowing how to operate a piece of equipment properly, and what the equipment's limitations and safety features are before you use it. If you are unsure, ask your Group Supervisor. Also, you should:

1. Observe all posted warning signs (e.g., "Hard Hat Area").
2. Know how to do your job the safest rather than the fastest way.
3. Use the protective equipment required for the job (e.g., safety glasses, hearing protection, hard hat, clothing, etc.).
4. Do not wear loose clothing or jewelry when operating equipment.
5. Familiarize yourself with the equipment's shut-off features.
6. Make sure all engines and electrically driven equipment is in proper operating condition, including ground wires.
7. Do not operate electrical equipment while standing in water.
8. Keep alert around moving equipment; understand and follow the signals of the equipment operator.
9. Never take unnecessary risks.
10. Work in a safe manner.
11. Move away from equipment if it poses a threat to your safety and/or health.
12. Never engage in horseplay, practical joking, or scuffling while using or working around equipment.
13. Keep all places of work and surroundings as clean as conditions permit.
14. Keep tools in their place, rubbish disposed of, idle equipment out of the way, and walkways clean.
15. Immediately report any unsafe acts committed by fellow crewmembers to your Group Supervisor.
16. Retreat to a safe location when unusual strains or loads are placed on equipment.

17. Use walkways and steps where provided; do not take short cuts.

M. GUIDELINES FOR VEHICLE SAFETY

When you are operating a vehicle, you should:

1. Carry a valid driver's license.
2. Wear a seat belt.
3. Familiarize yourself with a vehicle's equipment and operation.
4. Keep all windows clean and unobstructed.
5. Use the headlights when appropriate.
6. Observe all of the rules of the road, including posted speed limits. Driving at the maximum posted speed limit may be too fast for safety in some situations. Therefore, you should use your judgment to ensure that the vehicle proceeds at a pace suitable to condition of the vehicle itself, the road, traffic and weather.
7. Report any vehicle accident as soon as possible to your Group Supervisor.
8. Report any defect that affects the safe operation of the vehicle.
9. Practice courteous and defensive driving by looking out for other vehicles, heavy equipment and pedestrians.
10. Never engage in horseplay, practical jokes, or scuffling while operating or seated in a vehicle.
11. Do not allow any person(s) to ride in a vehicle unless adequate facilities for transporting passengers are provided.
12. The operator of the vehicle shall not use hand held cellular telephones or radios while driving the vehicle.

N. GUIDELINES FOR PERSONAL HYGIENE AND SANITATION

Good personal hygiene practices are essential to maintaining a good state of health during response operations. You should not allow the nature of the work to lead you into forsaking basic personal hygiene considerations. The following personal hygiene and sanitation guidelines are recommended during the course of response operations.

1. Take a daily shower, including hair shampoo, before reporting to work.
2. While showering, check for unusual rashes, cuts, infections, etc.

3. Report any unusual condition to your Group Supervisor.
4. On sunny days, apply protective sunscreen (SPF 15 or greater) to exposed skin areas.
5. Use a barrier cream on your hands before putting on protective gloves.
6. If your skin becomes contaminated with oil, report to a decontamination area and wash the affected area thoroughly with soap and water.
7. If oil gets into your eyes, report to a decontamination area and rinse your eyes for at least 15 minutes with clear water; seek medical care if needed.
8. If you are injured or become ill at the work site, report to your Group Supervisor without delay.
9. Do not touch food or a glass containing liquid with oily gloves or hands.
10. Do not track debris, oil or other chemicals into "clean" areas.
11. Do not litter while on the work site.
12. Check all toilet facilities to ensure they are clean and sanitized on a regular basis; report any unhealthy conditions to your Group Supervisor.
13. Keep the change room clean and orderly.
14. Dispose of garbage and refuse in a sanitary manner.
15. Properly cover water coolers or cans.

O. PERSONAL PROTECTIVE EQUIPMENT (PPE)

The following comments are meant to serve as general guidelines as to appropriate PPE. The Group Supervisor overseeing the work, in order to meet task requirements, may modify these guidelines as necessary.

- | | | |
|----|-------------------|--|
| 1. | General | Appropriate safety foot wear, anti-glare safety glasses, sturdy work gloves, sun hat, and sunscreen |
| 2. | On Vessel decks | Life jacket (PFD or work vest); appropriate safety foot wear; anti-glare safety glasses, sun hat, sun screen |
| 3. | Suspended weights | Safety footwear (steel toe), anti-glare safety glasses, sturdy work gloves, hardhat, and sunscreen |
| 4. | Specific Task | Related PPE as prescribed by Group Supervisor |

P. EMERGENCY PROCEDURES

1. General In all cases when an onsite emergency occurs, personnel shall not resume work until:
 - the condition resulting in the emergency has been investigated by supervisory personnel, and has been corrected;
 - hazards have been reassessed; and
 - site personnel have been briefed on any changes in the operation and site safety plan.

2. Emergency Medical Procedures.
 - Do not attempt to move seriously injured personnel, call for an ambulance to come to the injured person.
 - The hospitals for emergencies are Wilcox Memorial at Lihue and the West Kauai Medical Center at Waimea.

3. Emergency Fire Procedures.
 - Do not attempt to fight fires other than small fires. A small fire is generally considered to be a fire in the early stages of development, which can readily be extinguished with personnel and equipment in the immediate area in a few minutes time.
 - Do not take extraordinary measures to fight fires.
 - You must sound the appropriate fire signal if fire cannot be put out quickly.
 - Alert nearby personnel to call fire department.
 - Notify Group Supervisor.
 - When the fire alarm is sounded, personnel shall immediately leave the Work Area to the predesignated assembly point by the designated evacuation route
 - The Site Safety Supervisor or the Fire Department shall ensure that the fire is extinguished and a temporary fire watch has been posted before restarting work.

4. Evacuation.

Evacuation from vessels will be as stipulated in the vessel's emergency evacuation plan, or as directed by the Captain.

Evacuation from shore based operations will be as stipulated in each site's evacuation plan, or as directed by the senior supervisor present. All personnel working at the site will be briefed on these routes via the safety briefings.

Q. COMMUNICATIONS.

1. Radio and telephone communications:

Refer to the Net Removal Project Communication Plan.

2. Phone communications:

National Weather Service	Lead Forecaster 973-5280
National Response Center:	1-800-424-8802
Coast Guard Group Honolulu:	Duty Officer 541-2491
Police:	911
Fire:	911
Ambulance/EMT/Hospital:	911
Wilcox Hospital	245-1100
Kauai Medical Center	338-9431

3. Reporting Near Miss and Injury Incidents

The Project Commanders and/or Section Chiefs listed on page 8 of this Plan should be immediately notified of all Near Miss and Injury Incidents. A written incident report must be completed within 24 hours by the injured person's Project work supervisor. Contractors may use their own internal Incident Report forms for this purpose.

The Project Commanders listed on page 8 of this Plan are responsible for ensuring that the Safety Briefings/Meetings described in section P. of this plan are conducted prior to each operational period. A roster of attendees and a brief description of topics discussed must be documented.

R. SITE SAFETY BRIEFINGS/MEETINGS.

1. Site Safety Meetings - Site safety meetings and briefings are helpful tools for implementing the SSSHP and maintaining safety on the site. The objectives of such meetings include: passing on SSSHP changes and discussing procedures, PPE and other controls. It is the responsibility of the Group Supervisors to conduct an initial safety briefing and daily safety briefings ("tailgate" talks) with all personnel involved in onsite operations.
2. All CIC, PENCO, and TESORO Hawaii Corporation employees, contractors, and subcontractors shall be provided with an initial site safety briefing to communicate the nature, level and degree of hazards expected on site.
3. All CIC, PENCO and TESORO Hawaii Corporation employees, contractors, and subcontractors will also receive regular briefings before and after each shift and when significant changes are made in the work procedures or safety plans. The Site Supervisor shall hold these site safety meetings/briefings. At a minimum these

meetings will describe the work to be accomplished, discuss safety procedure changes, and note any items, which need to be passed to other crews. General safety training topics should also be covered based on points raised in previous meetings and the site safety plan attachments.

S. DIVING/SWIMMING OPERATIONS

This Site Safety and Health Plan does not address any safety risks associated with diving/swimming operations. Any diving/swimming operations conducted in support of the Project will be under the absolute control and direction of the Group Supervisor in charge of the offshore portions of the Project.

T. SITE SAFETY OFFICER.

The Site Safety Officer for this plan is: Mike Latham, TESORO Hawaii Corporation.

The responsibilities of the Site Safety Officer include (but are not limited to):

- coordination of all safety and health concerns for the incident operation;
- keeping this plan current; and
- liaison with site Supervisors.

INCIDENT ACTION PLAN

Waste Recovery & Disposal Plan

Project Name: **Kauai Net Removal Project**



Date Plan Prepared: October 9, 2001

Time: 9:30

Operational Period: Beginning
Ending

4-Oct-01 06:00 Thursday
16-Oct-01 24:00 Tuesday

Approvals: FOSC Representative

John P. Knight

SOSC Representative

Stephen J. Pauling

Responsible Party Representative

F.A. H. [Signature]

This Waste Disposal Plan serves as a guideline for the approved waste disposal of collected derelict waste streams from the shoreline of Kauai. This waste stream is not oiled and not considered to be hazardous waste. It is the intent of this plan to recycle this material.

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WASTE RECOVERY & DISPOSAL PLAN

10-Oct-01

Incident Name: **Kauai Net Removal Project**

Originating Section: Planning - Environmental

Operational Period: beginning 4-Oct-01 06:00 Thursday
ending 16-Oct-01 24:00 Tuesday

Safety Message: When cutting derelict nets and using cutting tools, be careful not to cut yourself. Using power cutting tools requires the use of safety glasses. Be careful around the surf zone as this is high risk area for slips and falls.

Group: **Waste** Supervisor: Kim Beasley

The following constitutes the Waste Disposal Plan for the Kauai net removal project. The intent of the Project is to locate, cut into "bite size" pieces and remove derelict fishing nets from the coastal zone of Kauai. The nets are not oiled and are not considered to be hazardous waste. By agreement between Tesoro and the responsible Trustees the nets will be removed from Kauai and brought to Oahu for recycling. The net material will be weighed for documentation purposes.

- Step 1** Locate, cut and bundle found derelict fishing nets. Transport the bundles from location to Nawiliwili Harbor for shipping transport to Oahu.
- Step 2** Using a Matson approved drayage company, such as DHX or equivalent, transport the shipping containers to Horizon Recycling Center at 209 Puuhale Road in Mapunapuna
- Step 3** Assist Horizon in unloading the containers. Horizon will bundle the material and transport the banded material to a scale for weighing, and then to the recycler.

RESOURCES

Position	Name	Equipment
PENCO	Dave Carter	2 Pick up trucks 4 Personnel 1 Boom truck
Safety Boats Hawaii	Randy Cates	1 32 ft boat 5 personnel 1 jet ski

prepared by: Kim Beasley & Mike Latham

Signature: _____

FIELD ASSIGNMENTS1-Oct-01
9:30Incident Name: **Kauai Net Removal Project**

Originating Section: Planning - Environmental

Operational Period: beginning 4-Oct-01 06:00 Thursday
ending 16-Oct-01 24:00 TuesdaySafety Message: When cutting derelict nets and using cutting tools, be careful not to cut yourself.
Using power cutting tools requires the use of safety glasses.
Be careful around the surf zone as this is high risk area for slips and falls.Group: **Wasted Disposal** Supervisor: Kim Beasley**Tasks:** Follow approved Waste Recovery & Disposal Plan

Identify and locate derelict nets along the coastal zone areas of Kauai

Cut and bundle the nets in two man lift size packages.
Packages should be bundled using plastic (polypropylene) rope and/or plastic safety fencing.

Transport these bundles from the beach to a Harbors Division designated area in Nawiliwili. Load the bundles into the containers provided for shipping back to Oahu. Transport containers to scales at Brewer for weighing and return to Young Brothers for transport to Honolulu.

In Honolulu, arrange for transport to Horizon Recycling Center, 209 Puuhale Road, Honolulu, Hawaii. Assist in unloading the containers at Horizon. Horizon will bale the nets. Transport the bales to the recycling yards.

RESOURCES

Position	Name	Equipment
PENCO	Dave Carter	Containers (from Matson) 2 Pickup Trucks 1 Boom Truck 1 Box Truck 1 Flat bed (if required). 5 personnel

prepared by: Kim Beasley & Mike Latham

Signature: _____

**TESORO**

Tesoro Hawaii Corporation
733 Bishop Street Suite 2700
P.O. Box 3379
Honolulu, Hawaii 96842-0001
808 547 3111
808 547 3145 Fax

June 28, 2001

Mr. Gilbert Coloma-Agaran
Chairperson
State of Hawaii
Department of Land and Natural Resources
1151 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Coloma-Agaran:

Commencing in September, 2001 Tesoro Hawaii Corporation ("Tesoro Hawaii"), with the concurrence and participation of designated federal and state trustees, will initiate a Net Removal Project (the "Project") on the Island of Kauai. The Project will be conducted in accordance with an approved Natural Resources Restoration Plan arising out of the Tesoro Hawaii oil spill which occurred on August 24, 1998. The Project is aimed at locating and removing abandoned fishing nets along the shoreline and offshore areas (to a 10 meter depth) on the east and west coasts of Kauai. The work area on the Island of Kauai extends from Kilauea Point to Makahuena Point and from Makaha Point to Mana Point. A more extensive project description is included in Attachment A.

The scope of the Project will include:

- A community outreach program to solicit public input to aid in locating abandoned nets;
- Using the information obtained in the outreach effort, an aerial survey will be conducted to locate nets and access points to reach those nets;
- The removal of identified fishing nets from shoreline, near shore (intertidal and supratidal areas) and offshore locations; and
- The delivery of collected nets and associated debris to a designated waste disposal site.

The Project includes provisions for an offshore work team consisting of a boat, crew and divers; and a shoreline work team consisting of a vehicle (medium- to heavy-duty 4 X 4 truck) and four to six personnel, with additional support resources as required. The net removal portion of the Project is expected to have a duration of no more than seven (7) days.

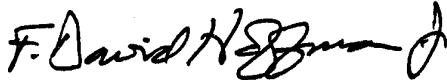
Mr. Gilbert Coloma-Agaran
June 28, 2001
Page 2

Tesoro Hawaii respectfully requests that the Department of Land and Natural Resources initiate a planning review to identify those permits, licenses or other approvals necessary for Tesoro Hawaii or its authorized contractors to perform the scope of work outlined above. If permits, licenses or approvals are deemed necessary for such activities as landing a helicopter on a beach or shore, gaining access to a beach or shore across state lands, driving and working on the beach or shore, staging equipment on a beach or shore or using a beach or shore as a temporary storage and net debris transfer area, then it is hereby requested that your office grant such permits, licenses or approvals as are determined to be needed.

If you require additional information, please call Mike Latham at 547-3179.

Sincerely yours,

Tesoro Hawaii Corporation



By F. David Hoffman, Jr.
Its Manager - Environmental Affairs
and Emergency Preparedness

bcc: David Leonard
Dennis Saito
Mike Latham
Nathan Hokama
Susan Kusunoki



TESORO

Tesoro Hawaii Corporation
733 Bishop Street Suite 2700
P.O. Box 3379
Honolulu, Hawaii 96842-0001
808 547 3111
808 547 3145 Fax

June 28, 2001

Mr. George Young
Regulatory Branch
U.S. Army Corps of Engineers
Building 230
Fort Shafter, Hawaii 96858-5440

Dear Mr. Young:

Commencing in September, 2001 Tesoro Hawaii Corporation ("Tesoro Hawaii"), with the concurrence and participation of designated federal and state trustees, will initiate a Net Removal Project (the "Project") on the Island of Kauai. The Project will be conducted in accordance with an approved Natural Resources Restoration Plan arising out of the Tesoro Hawaii oil spill which occurred on August 24, 1998. The Project is aimed at locating and removing abandoned fishing nets along the shoreline and offshore areas (to a 10 meter depth) on the east and west coasts of Kauai. The work area on the Island of Kauai extends from Kilauea Point to Makahuena Point and from Makaha Point to Mana Point. A more extensive project description is included in Attachment A.

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The Project includes provisions for an offshore work team consisting of a boat, crew and divers; and a shoreline work team consisting of a vehicle (medium- to heavy-duty 4 X 4 truck) and four to six personnel, with additional support resources as required. The net removal portion of the Project is expected to have a duration of no more than seven (7) days.

Tesoro Hawaii respectfully requests that the Army Corps of Engineers grant a letter of permission or such other necessary approval for

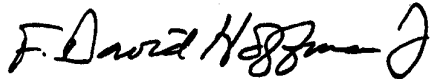
Mr. George Young
June 28, 2001
Page 2

Tesoro Hawaii or its authorized contractors to perform the scope of work outlined above.

Tesoro Hawaii hereby respectfully requests permission to conduct the above-described work. Thank you in advance for your consideration. If you require additional information, please call Mike Latham at 547-3179.

Very truly yours,

Tesoro Hawaii Corporation

A handwritten signature in black ink, appearing to read "F. David Hoffman, Jr.", written in a cursive style.

By F. David Hoffman, Jr.
Its Manager - Environmental Affairs
and Emergency Preparedness

bcc: David Leonard
Dennis Saito
Mike Latham ✓
Nathan Hokama
Susan Kusunoki



DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, HONOLULU
FORT SHAFTER, HAWAII 96858-5440

REPLY TO
ATTENTION OF

July 10, 2001

Regulatory Branch

Mr. F. David Hoffman, Jr.
Manager, Environmental Affairs
and Emergency Preparedness
Tesoro Hawaii Corporation
733 Bishop Street, Suite 2700
Honolulu, Hawaii 96842-0001

Dear Mr. Hoffman:

This letter responds to your request for a letter of permission for your net removal project on Kauai, dated June 28, 2001. Based on the information you provided I have determined that a Department of the Army (DA) permit will not be required for this project. Since there will be no dredging, filling, permanent or temporary construction or structures placed in the water, this activity is not within our jurisdiction to regulate.

You are advised however, that there may be other Federal, State of Hawaii or Kauai County authorizations which must be obtained for the project.

If you have any questions concerning this determination, please contact William Lennan of my staff at 438-6986 or FAX 438-4060, and reference File No. 200100403.

Sincerely,

A handwritten signature in cursive script, appearing to read "George P. Young".

George P. Young, P.E.
Chief, Regulatory Branch

LAW OFFICES OF

WALTON D.Y. HONG

WALTON D.Y. HONG

TELEPHONE (808) 245-4757

TELECOPIER (808) 245-5175

LORNA A. NISHIMITSU

ATTORNEY AT LAW
A Law Corporation
3135-A AKAHI STREET
LIHUE, KAUAI, HAWAII 96766

RECEIPT


Receipt is hereby acknowledged from Walton D. Y. Hong, of a key to the main gate to Parcel 1, Hanamaulu, Kauai, Hawaii.

The undersigned agrees that the key will be used only for the purpose of allowing access to the shoreline for the removal of fishing nets and other ocean debris as part of a settlement condition with Tesoro, and for no other purposes.

The undersigned will not permit any copies to be made of the key, and shall return the key to Walton D. Y. Hong, A Law Corporation, upon completion of the work.

Access to the property is allowed upon the representation by the undersigned that the entity responsible for the program has liability insurance, and that the owner of the property will be not liable for injury, death or other damage while on the property.

Dated: October 10, 2001.



Liz Galvez
State of Hawaii Department of Health

Address: HI / DOH / HEER
919 Ala Moana Blvd., Rm 206
Honolulu, HI 96814

KAUAI DERELICT NET REPORT

PRELIMINARY SHORLINE/NEARSHORE SURVEY:

Date of Aerial Survey: 20 September 2001

SURVEY AREA:

The derelict net survey area included the adjacent shoreline on Kauai out to a ten-meter depth from Kilauea Point to Makahuena Point (on the eastern shore) and from Makaha Point to Mana Point (on the western shore) – the "Work Area".

SURVEY TEAM:

Don Heacock, State of Hawaii, Department of Land and Natural Resources
John Naughton, NOAA, National Marine Fisheries Service
Kim Beasley, General Manager, Clean Islands Council
Mike Latham, Oil Spill Prevention Administrator, Tesoro Hawaii Corporation
Rod Stone, Pilot, Sandstone Helicopters
Grey Hobbins, Co-pilot/Video Camera Operator, Sandstone Helicopters

EQUIPMENT:

Sandstone Helicopters in Honolulu provided the helicopter used for the survey flights. The helicopter was a seven passenger, turbine powered Bell 407, with global positioning system (GPS) instrumentation installed. Fixed video recording equipment also was installed for this survey. The video equipment was controlled by a dedicated video operator (helicopter copilot), and had zoom capabilities. The videotapes resulting from the survey flights will be provided to Clean Islands Council, for further distribution.

WEATHER:

The weather during the observation period (approximately 0945 to 1300) was sunny and clear, with visibility in excess of 10 miles; winds were out of the northeast (moderate trades) at 10 – 20 mph; temperatures were in the mid- to upper-80s. Isolated showers on Kauai did not impact the survey activities.

Water visibilities in the majority of the designated west shore work area adjacent to the Kauai shoreline was in excess of 30 feet. However, in certain east shore areas the bottom was obscured by waves and breaking surf, and moderate turbidity limited clear viewing of the bottom from Kealia Beach north for approximately 3 to 4 miles.

SURVEY FLIGHTS:

Two preliminary survey flights were conducted on September 20, 2001. Both flights originated at Lihue International Airport (LIH - 21 ° 58.89' N, 159 ° 20.52' W), Lihue, Kauai County,

KAUAI DERELICT NET REPORT

Page 2

Hawaii 96766. The first flight lifted off at 0945 (all times are approximate) and returned at 1150, and the second flight took off at 1230 and returned at 1330. The shoreline observations were carried out at a target altitude of 100 feet, but this was increased to 500 feet in the areas where helicopter noise or traffic might impact sensitive wildlife.

SURVEY FLIGHT 1:

The first preliminary survey flight departed Lihue airport at 0945 and proceeded in a generally northerly direction, covering the eastern shoreline of Kauai. The flight traversed Ahukini State Park, Kawailoa, Nukolii Beach, Wailua Golf Course, Lydgate Park, Wailua, Waipouli, Kapaa, Kealia Beach, Paliku Point, Ahihi Point, Kahala Point, Papaa Bay, Moloaa Bay, Pakala Point, Keilua Point, Mokolea Point and arrived at the southern edge of the Kilauea National Wildlife Refuge at 1055.

Upon arrival at the Kilauea National Wildlife Refuge (the northern terminus of the east shore work area), the survey flight reversed course and retraced the outbound route, moving south. The return flight also was made further offshore (approximately 100 – 150 feet beyond the surf line) to improve the observers' chances of spotting derelict fishnets in the ten-meter depth environment.

When the survey helicopter had returned to its starting point at Lihue Airport, the survey continued in a southerly direction. Moving southerly, the flight traversed Opoi, Ninini Point (Nawiliwili Harbor Light), Nawiliwili Harbor and jetties, Carter Point, Kawai Point, Kuahonu Point, Kaweliko Point, Paoo Point, Kamala Point and arrived at Makahuena Point (the southern terminus of the east shore work area) at 1138. As previously, the helicopter retraced the outbound flight path in the reverse direction and returned to the Lihue Airport at 1150.

SURVEY FLIGHT 2:

After being refueled at the Lihue Airport, the survey team departed the Lihue Airport at 1230. The helicopter proceeded to the west side of Kauai to commence the derelict net survey in the western work area. The survey track intercepted the western shoreline of Kauai at Kekaha at 1242, and then proceeded in a clockwise direction, passing Kekaha Beach Park, Kokole Point, the Pacific Missile Range Facility (PMRF - Barking Sands), Mana Point (the southern terminus of the west shore work area), Nohili Point, Polihale State Park and arriving at Makaha Point (the northern terminus of the west shore work area), at 1300. Per the procedure adopted for flight #1, the helicopter reversed course and retraced the outbound route of flight, arriving back at Lihue Airport at approximately 1323.

KAUAI DERELICT NET REPORT

Page 3

GENERAL OBSERVATIONS:

EAST SHORE:

As one might expect, given the prevailing weather and sea conditions around Kauai, the east shoreline survey produced many more derelict net sightings than the west shoreline survey.

The nets on the east shoreline were distributed randomly throughout the work area, but they also were bunched in certain areas. Heavier concentrations of nets were observed in the vicinity of The Beach Boy Hotel, the northern end of Kealia Beach and north for approximately 200 meters, the northern area of "Donkey Beach" (south of Ahihi Point), the shoreline from Ahihi Point north to Kahala Point, and the shoreline from Papaa Bay north to Moloaa Bay.

WEST SHORE:

The survey of the west shoreline turned up some derelict nets, but nothing of the magnitude observed on the east shoreline survey. Derelict nets were observed beginning at the south end of the PMRF runways and continuing northwest to just north of Mana Point. All of the derelict nets sighted, with the exception of two small net fragments, are on PMRF military reservation property and are outside of the scope of the proposed Tesoro Hawaii net removal project.

NEAR SHORE:

Aerial viewing conditions were good (ample sunlight, clear water), but no derelict nets were observed in the near shore environment, that is, the area from the breaking waves on the shoreline out to the ten-meter depth.

Prepared by: Mike Latham
Oil Spill Prevention Administrator
Tesoro Hawaii Corporation

Date: 28 September 2001

**KAUAI NET REMOVAL PROJECT
PRELIMINARY SHORELINE/NEARSHORE SURVEY**

EAST SHORE WORK AREA				GPS Position		Comments
Line Item	Time	Location	Latitude	Longitude		
1	0945	Lihue Airport	21° 58.89' N	159° 20.52' W	Lit off from Lihue Airport, commence net survey.	
2		Radisson Hotel	22° 00.77' N	159° 20.19' W	Small net cluster jus; prior to hotel and golf course. Sandy shoreline, good access.	
3		Wailua Golf Course			Small, scattered net remnants.	
4		Lydgate State Park			Small, scattered net remnants.	
5		Wailua Bay			Small, scattered net remnants.	
6	1018	Beach Boy Hotel	22° 03.21' N	159° 19.51' W	Large net cluster in front of hotel. Sandy shoreline, good access.	
7	1020	Adjacent to Bullshied Restaurant	22° 03.54' N	159° 19.13' W	Large bundle of net.	
8	1021	Adjacent to Bank of America			Large net remnant up in the grass.	
9	1022	North of Matsuda store			Small net in area.	
10	1023	Scenic lookout at Kealia Beach	22° 05.26' N	159° 18.40' W	Good access to area from cane haul road.	
11	1023	Jus; further north from scenic lookout at Kealia Beach			Clump of small nets.	
12	1024	Further north from north end of Kealia Beach	22° 05.96' N	159° 18.09' W	Large concentration of net clusters.	
13	1026	200 meters north of Kealia Bay	22° 06.08' N	159° 17.99' W	Net cluster.	
14	1027	Donkey Beach	22° 06.41' N	159° 17.75' W	Large net next to pier.	
15	1029	North end of Donkey Beach	22° 06.97' N	159° 17.73' W	Large concentration of net clusters.	
16	1030	North of Donkey Beach	22° 07.29' N	159° 17.69' W	Large concentration of net clusters.	
17	1030	Further north of Donkey Beach	22° 07.40' N	159° 17.57' W	Large net on shoreline.	

**KAUAI NET REMOVAL PROJECT
PRELIMINARY SHORELINE/NEARSHORE SURVEY**

EAST SHORE WORK AREA				GPS Position		Comments
Line Item	Time	Location	Latitude	Longitude		
18	1030	Between Anapalau Point and Pohakuloa Point	22° 07.44' N	159° 17.56' W	Large net, with white float, on shoreline.	
19	1033	Vicinity of Pohakuloa Point	22° 07.60' N	159° 17.55' W	Large net remnant on beach.	
20	1033	In area of Ka Laulau	22° 07.81' N	159° 17.64' W	Some net clusters. Rocky shoreline, very difficult access.	
21		North of Ka Laulau	22° 08.01' N	159° 17.65' W	Large concentration of net clusters. Rocky shoreline, very difficult access.	
22	1035	Vicinity of Lae Lipoa	22° 08.26' N	159° 17.61' W	Large seal basking on beach, helicopter gained altitude, seal displayed no agitation.	
23		North of Lae Lipoa	22° 08.29' N	159° 17.57' W	Some net clusters on shoreline.	
24	1036	Vicinity of Opana Point	22° 08.39' N	159° 17.60' W	Large net remnant on shoreline.	
25		South of Kohala Point	22° 08.63' N to 22° 08.69' N	159° 17.61' W to 159° 17.64' W	Scattered clusters of net remnants. Large net 1/4 mile south of Kohaha Point.	
26	1038	Kohala Point	22° 08.73' N	159° 17.65' W	Much debris and scattered net remnants in the vicinity of Kohala Point.	
27	1040	Aliamanu Point	22° 08.84' N	159° 17.88' W	No net sightings within the bay itself, but small net on Aliamanu Point.	
28	1041	South of Papa'a Bay	22° 09.04' N	159° 18.39' W	Nets buried under the sand in this area	
29	1043	General area of Papa'a Bay	22° 10.26' N to 22° 10.56' N	159° 18.63' W to 159° 18.72' W	Scattered net remnants along the shoreline in this area.	
30	1045	North of Papa'a Bay	22° 11.03' N	159° 18.64' W	Large net on shoreline.	
31		North of Papa'a Bay	22° 11.08' N	159° 18.78' W	Large net on shoreline.	

**KAUAI NET REMOVAL PROJECT
PRELIMINARY SHORELINE/NEARSHORE SURVEY**

EAST SHORE WORK AREA									
Line Item	Time	Location	GPS Position		Comments				
			Latitude	Longitude					
32	1046	South of Moloa'a Bay	22° 11.82' N	159° 19.90' W	Large net on shoreline. Many scattered net remnants between Papa'a and Moloa'a Bays. Very poor and limited access to shoreline, steep cliff and rocky outcroppings, rocky shoreline.				
33		Vicinity of Pakala	22° 12.11' N	159° 19.98' W	Large clump of net on rocky shore.				
34	1048	Pakala Point	22° 12.18' N	159° 20.05' W	Large clump of net on rocky shore.				
35	1049	North of Pakala Point	22° 12.54' N	159° 20.49' W	Large clump of white net on beach, sandy shoreline.				
36	1050	Vicinity of Larson's Beach	22° 12.78' N	159° 20.88' W	Large cluster of net remnants.				
37	1051	Vicinity of Pila'a Stream (Kela Point)	22° 12.92' N	159° 22.10' W	Some net clusters in area.				
38		Vicinity of Kilauea Bay	22° 13.03' N	159° 22.90' W	Large red net on the shore.				
39	1055	South edge of Kilauea Point wildlife refuge			North terminus of east shore work area. Survey team reverse course and retrace route south.				
40	1115	Lihue Airport	21° 58.89' N	159° 20.52' W	Commence east shore survey from Lihue Airport south to Makahuena Point.				
41		Vicinity of Lihue Airport and north of Opoi	21° 59.12' N	159° 20.00' W	3 - 4 net cluster on shore				
42		Between Opoi and Kamilo Point	21° 58.81' N to 21° 58.17' N	159° 19.98' W to 159° 19.84' W	Various size clusters of nets in this area, on shore and caught up in rocks above the tide and surge line.				
43		Ninini Point	21° 57.40' N	159° 19.93' W	Cluster of nets at base of lighthouse.				
44	1122	Nawiliwili Harbor breakwater	21° 56.94' N	159° 20.99' W	Small net caught on breakwater.				
45		Between Nawiliwili Harbor breakwater and Carter Point	21° 56.87' N	159° 20.84' W	Cluster of nets, medium size bunches.				
46	1124	South of Kawai Point	21° 55.77' N	159° 21.84' W	One small net remnant on shoreline.				
47	1130	Area of Kipu Kai	21° 54.40' N	159° 23.31' W	Some small clusters of nets on west end of Kipu Kai beach.				

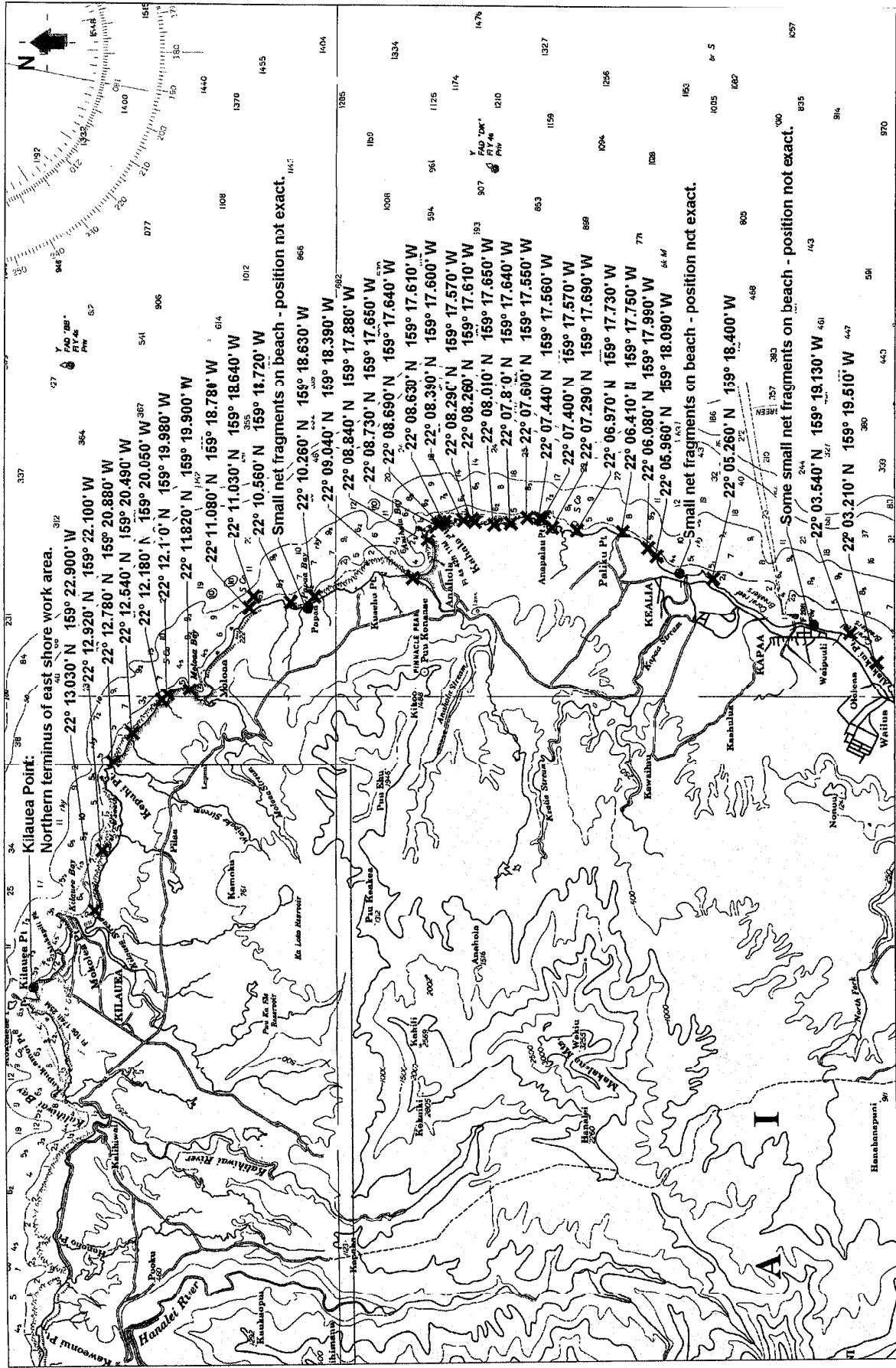
**KAUAI NET REMOVAL PROJECT
PRELIMINARY SHORELINE/NEARSHORE SURVEY**

EAST SHORE WORK AREA						
Line Item	Time	Location	GPS Position		Comments	
			Latitude	Longitude		
48	1134	Vicinity of Mahulapu Point	21° 53.30' N	159° 25.05' W	Large net buried in the sand above tide and surge line.	
49	1135	Adjacent to Hyatt Hotel golf course	21° 52.73' N	159° 25.70' W	Net cluster on shoreline	
50	1137	Adjacent to Hyatt Hotel in the cliff area	21° 52.47' N	159° 26.08' W	Net remnant caught in the rocks below the cliff.	
51	1138	Makahuena Point light	21° 52.13' N	159° 26.66' W	South terminus of east shore work area.	
52	1150	Lihue Airport	21° 58.89' N	159° 20.52' W	Return to airport. Survey concluded.	

**KAUAI NET REMOVAL PROJECT
PRELIMINARY SHORELINE/NEARSHORE SURVEY**

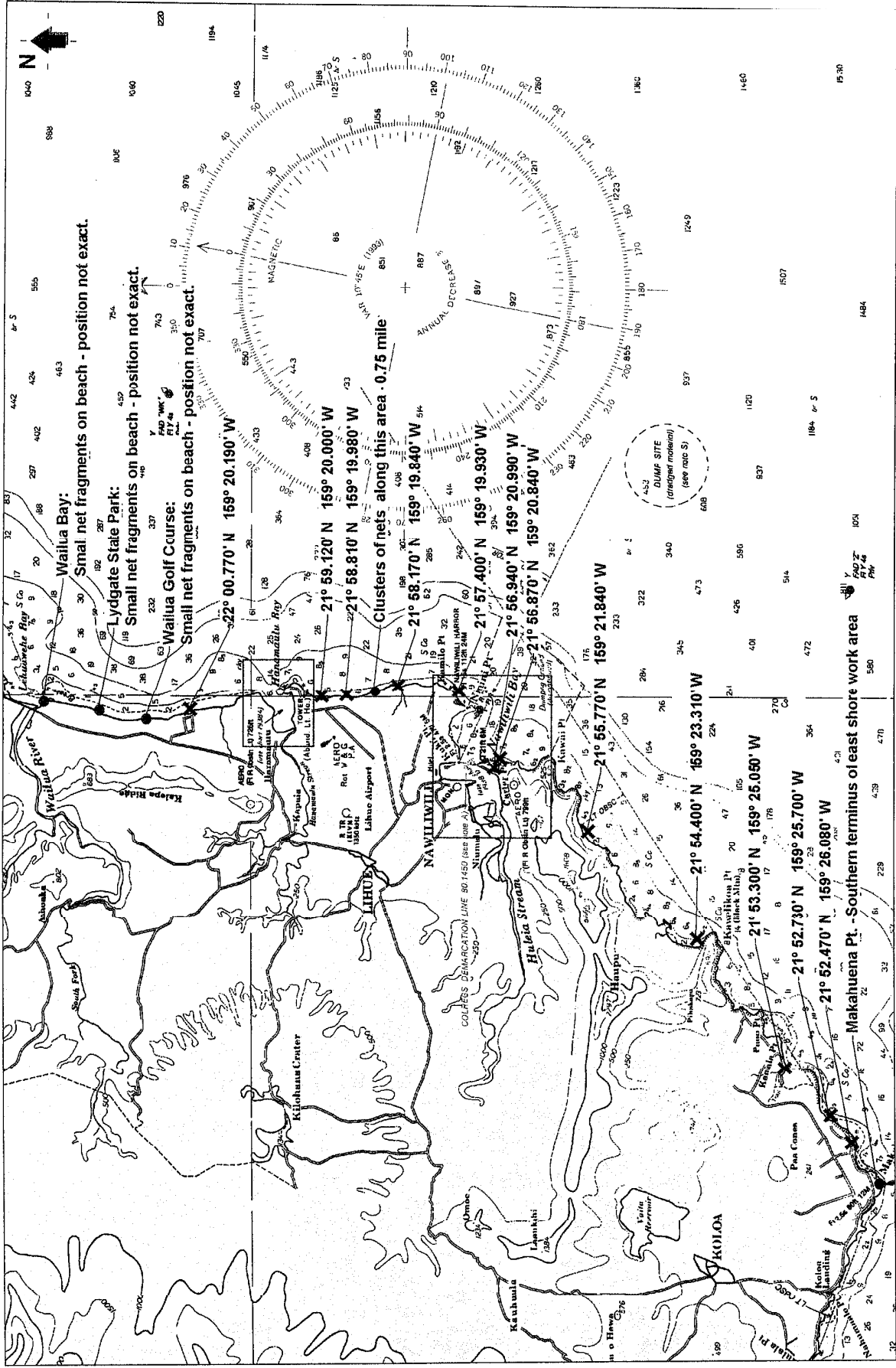
WEST SHORE WORK AREA						
Line Item	Time	Location	GPS Position		Comments	
			Latitude	Longitude		
1	1230	Lihue Airport	21° 58.43' N	159° 18.91' W	Lif. off from Lihue Airport, transit to net survey area.	
2	1242	Kekaha	21° 58.27' N	159° 44.00' W	Intersect shoreline and proceed northwest to survey area.	
3	1247	Vicinity of Majors' Beach			No derelict nets observed.	
4	1250	Pacific Missile Range Facility - Barking Sands	22° 01.06' N	159° 47.12' W	In vicinity of south end of PMRF runway. Medium sized net buried in the sandy beach. Very good access.	
5		Pacific Missile Range Facility - Barking Sands	22° 01.35' N	159° 47.25' W	Two small buried net fragments, with two more buried nets slightly north of this position.	
6		Pacific Missile Range Facility - Barking Sands	22° 01.61' N	159° 47.28' W	Large quantity of approx. 2" diameter hawser lying on the beach.	
7	1251	Mara Point	22° 01.72' N	159° 47.29' W	South terminus of the west shore work area.	
8	1252	Pacific Missile Range Facility - Barking Sands	22° 02.61' N	159° 47.16' W	Two small nets on beach, near range marker.	
9	1253	Nohii Point	22° 03.92' N	159° 47.02' W	No derelict nets observed.	
10	1300	Makaha Point	22° 08.34' N	159° 43.84' W	North terminus of the west shore work area.	
11	1323	Lihue Airport	21° 58.43' N	159° 18.91' W	Return to airport. Survey concluded.	

ISLAND OF OAHU
 Chart 19381_1 (BSB Electronic Charts) Depth Units: FATHOMS AND FEET



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TO: Kauai Net Removal Working Group

RE: PRELIMINARY FLIGHT REVIEW AND PLANNING MEETING MINUTES

DATE: Meeting date, September 28, 2001

ATTENDANCE:

Dave Hoffman,	Tesoro Hawaii
Liz Galvez,	State of Hawaii, Department of Health
Kim Beasley,	Clean Islands Council
Mike Latham,	Tesoro Hawaii
John Naughton,	NOAA, National Marine Fisheries Service
Curtis Martin,	State of Hawaii, Department of Health
Dave Carter,	Clean Islands Council
Don Heacock,	State of Hawaii, Department of Land and Natural Resources via conference call.

The purpose of the meeting was to review the information recorded on a preliminary overflight conducted on September 20th. The overflight included the area of Kauai shoreline defined in the project scope of work, as the "Work Area".

The meeting began with a report drafted by Mike Latham, including maps showing the latitude and longitude of the net sightings observed on the overflight. The report included a description of the survey area, the survey team and the equipment used in the survey. A description of the weather and the visibility was included. A breakdown of the two flights was included, and the net sightings were listed in a five-page spreadsheet. Also, several maps showing the distribution of the sightings along the coastline were presented. After reviewing the report, John Naughton and Don Heacock requested that the weather description include a reference to the fact that moderate turbidity limited clear viewing of the bottom from Kealia Beach north for approximately three to four miles. The draft report would be modified to include this information.

ACTION ITEM: Mike Latham would modify his report to include this language.

The survey report indicated that the majority of the nets were on the northeastern coastline of Kauai. The western coastline revealed surprisingly few nets. The area of Kipu Kai Beach was completely free of nets. Farther north along the western side of the island, only two small nets were discovered within the prescribed Work Area. Discussion followed that from the information gathered by this preliminary survey, the most productive use of

project resources should be directed to the northeastern coastline. By consensus the area of most concern was the area between Kapaa to Kipuhi Point.

DISPOSAL

A discussion regarding the final disposition of the collected material was held. Don Heacock expressed his concern that the recovered nets not be sent to a Kauai land fill. Possible alternatives such as shipping the materials to Oahu for either land filling or some sort of recycling were discussed. Kim pointed out that the recent materials gathered on the northwest Hawaiian Islands may have swamped the meager abilities for recycling on Oahu. Also discussed, was whether or not Matson was, in fact, willing to transport these materials from Kauai to Oahu. Kim said he would follow up to determine whether Matson was transporting these materials.

ACTION ITEM: Kim Beasley was to follow up on whether Matson was willing to move the collected materials, and under what conditions.

Further discussion raised the question of whether or not any type of permit might be required for storage and disposal. Curtis Martin volunteered to check into this.

ACTION ITEM: Curtis Martin volunteered to check into whether permits might be needed.

Don Heacock asked whether an opportunity could be made available for volunteers to collect the two small nets on the western coast (and perhaps others they may find) and add these materials to the nets collected during the project. If Matson was willing to move the nets then conceivably the materials would be gathered at the Matson facility. If not there then certainly within the Nawiliwili Harbor area somewhere. Don volunteered to check with the harbor master to determine whether a temporary storage site could be made available and where that site would be.

ACTION ITEM: Don Heacock will check with Robert Crowell, the harbor master, to determine whether a temporary storage site would be available.

As to whether volunteers could add materials to the waste stream, discussion related to the potential for materials other than nets contaminating the waster stream followed. Certainly care would have to taken to prevent this type of problem. Resolution of this question was placed on hold until we have further information.

The discussion related to volunteers raised a question as to whether volunteers would be allowed to participate with the project workers. Everyone agreed that this was not the intent.

Conversation followed as to how we would communicate with the public. Our current outreach efforts are related to asking for information on the location of nets. Don Heacock volunteered that he has a weekly radio show discussion environmental issues. He could bring up the possibility of collecting nets and at the same time augment the existing outreach program. Dave Hoffman volunteered to have Nathan Hokama, the Tesoro public information specialist, fax Don with the original press release information which would give him the bullet points for his use during the show.

ACTION ITEM: Dave Hoffman was to have Nathan Hokama fax Don Heacock with the original press release materials.

At this time Kim Beasley distributed an ICS 203 type organizational chart showing the organization of the project management team. Several changes were proposed including the addition of Liz Galvez as the lead State Representative and Nathan Hokama as Information/Outreach Officer. Kim will make the additions.

ACTION ITEM: Kim is to modify the organization chart to include Liz Galvez and Nathan Hokama.

Don Heacock, who attended the meeting via conference call, asked to have the paper work distributed at the meeting faxed to him. Dave and Mike agreed to get him hard copies of all the printed materials.

NET COLLECTION METHODS

Some discussion followed as to the work methods. It was agreed upon that Randy Cates and his divers would be able to concentrate on the remote areas where limited shoreline access was a problem. Also, the possibility of lifting nets with the helicopter was discussed. Kim raised the issue that a helicopter sounds good, and may in fact be feasible, however, it would also require a team of operators on the ground to attach the lifting straps to the net and a team at the staging area. The efficiency of this may not be as good as it may appear. General agreement seemed to indicate we would look at this option on a case by case basis.

Kim emphasized that on our next flight we need to prioritize the nets by some agreed upon method. Prioritizing methods could be on the following bases.

1. shoreline accessibility
2. volume of net materials in a given area
3. remote net accessibility by vessel or helicopter

DC related that Randy Cates group has experience in pulling nets from the beach. This group could concentrate on the remote shoreline access nets and any other nearshore nets discovered in-situ or during the next overflight.

Dave Hoffman proposed a meeting for October 3, 2001, the day prior to the next scheduled overflight to discuss follow up issues. Hearing no further business the meeting was adjourned until October 3, 2001, at 10:30 am.