Delaware Bay and River Cooperative, Inc

Oil Spill Activation and Response Plan

January 2025

Plan Outline

The Delaware Bay and River Cooperative, Inc. (DBRC) developed this manual to be a ready reference and checklist for activating DBRC resources in an emergency oil spill situation involving DBRC members or subscribers. This manual is organized based on the anticipated order of actions during an emergency situation.

- ***Activation of DBRC by Members, Subscribers, and USCG***
- ***Spill Specific Information Collection – Questionnaire***
- ***DBRC Equipment, Resources and Capabilities***
- ***DBRC Equipment Rental Rates and Conditions***
- ***DBRC Incident Management Team***

PURPOSE OF THIS PLAN

The Delaware Bay and River Cooperative, Inc. (DBRC) developed this manual to be a ready reference and checklist for activating DBRC resources in an emergency oil spill situation involving DBRC members or subscribers. The previous page outlines the recommended sequence of steps to be taken by the requesting organization to activate DBRC. All steps are not required, but if time permits, should be followed. This manual is organized based on the anticipated order of actions during an actual emergency situation.

DBRC will use the "OilMap Computer Program" as a tool to aide in determining resource requirements for the situation at hand. The program includes:

- Sensitive resource/general information for the Delaware River and Bay
- Boom deployment guidance (Protective booming, collection booming and staging areas)
- The Sector Delaware Bay Area Contingency Plan
- Trajectory information

ACTIVATION OF DBRC

Notification to DBRC of possible activation is recommended immediately after any spill has occurred or if the potential of a spill is imminent. Early notification ensures a more timely response should DBRC assets be required. Prior to **formally** activating DBRC, the requesting organization should gather incident information, complete a Spill Response Questionnaire, if time permits, and begin to discuss with DBRC what resources could be required for the spill response. After initiating these tasks, an **authorized** representative for the requesting organization may formally **activate** DBRC by calling the DBRC 24 hour number, 302 645-7861 and when possible, emailing the **Completed Spill Response Questionnaire** to dbrcinc@dbrcinc.org. This formal activation is required before DBRC can actually begin to commit resources.

There are three basic groups that can activate DBRC: **member companies**, **subscribers**, and the **United States Coast Guard**. Specific activation instructions for each group are found within this section as indicated below. The user should select and follow the appropriate action procedures as indicated. Only authorized persons can formally activate DBRC. **Note: Non-members will have to pay an emergency activation fee equal to the highest paying member's annual dues to become a member at the time of a spill.**

- Instructions for DBRC activation by **member companies** are located on page 6.
- Instructions for DBRC activation by **subscribers** are located on page 7.
- Instructions for DBRC activation by the **U.S. Coast Guard** are located on page 8.

FOR ALL USERS, THE PRIMARY 24 Hr. NUMBER FOR CONTACTING DBRC IS:

302-645-7861

At night this number is forwarded to a designated DBRC watch stander.

DBRC will use email as the primary method of written communication at dbrcinc@dbrcinc.org. If email is not possible, then FAX to 610-859-2834 during the work hours of 7:00 AM - 3:30 PM or when the office is manned.

DBRC CONTACTS

President, - **Bob Poole**:	mailto:bob_poole@dbrcinc.org
DBRC Linwood Facility	610-859-2830
DBRC Linwood Facility FAX	610-859-2834
Cellular Phone	302-462-0194
Operations Manager, **- Joe Causton**	mailto:joe_causton@dbrcinc.org
DBRC Linwood Facility	610-859-2830
DBRC Linwood Facility FAX	610-859-2834
Cellular Phone	302-462-0195
Cellular Phone	856-524-0807
Vessel Manager, - **Scott Bossert**:	mailto:scott_bossert@dbrcinc.org
DBRC Lewes Office	302-645-7861
DBRC Lewes Office FAX or Phone	302-645-1565
Cellular Phone	302-462-0193
Training Coordinator **- John Carlin**:	mailto:John_carlin@dbrcinc.org
DBRC Linwood Facility	610-859-2830
DBRC Linwood Facility FAX	610-859-2834
Cellular Phone	609-929-2566
Strategic Advisor, - **Rich Gaudiosi**:	mailto:rich_gaudiosi@dbrcinc.org
DBRC Linwood Office	610-859-2830
DBRC Linwood Office FAX	610-859-2834
Cellular Phone	302-462-0191

DBRC OFFICES

DBRC Lewes Office - Corporate Office

Marine Operations Building – University of Delaware
700 Pilottown Road
P.O. Box 624
Lewes, DE 19958-0624

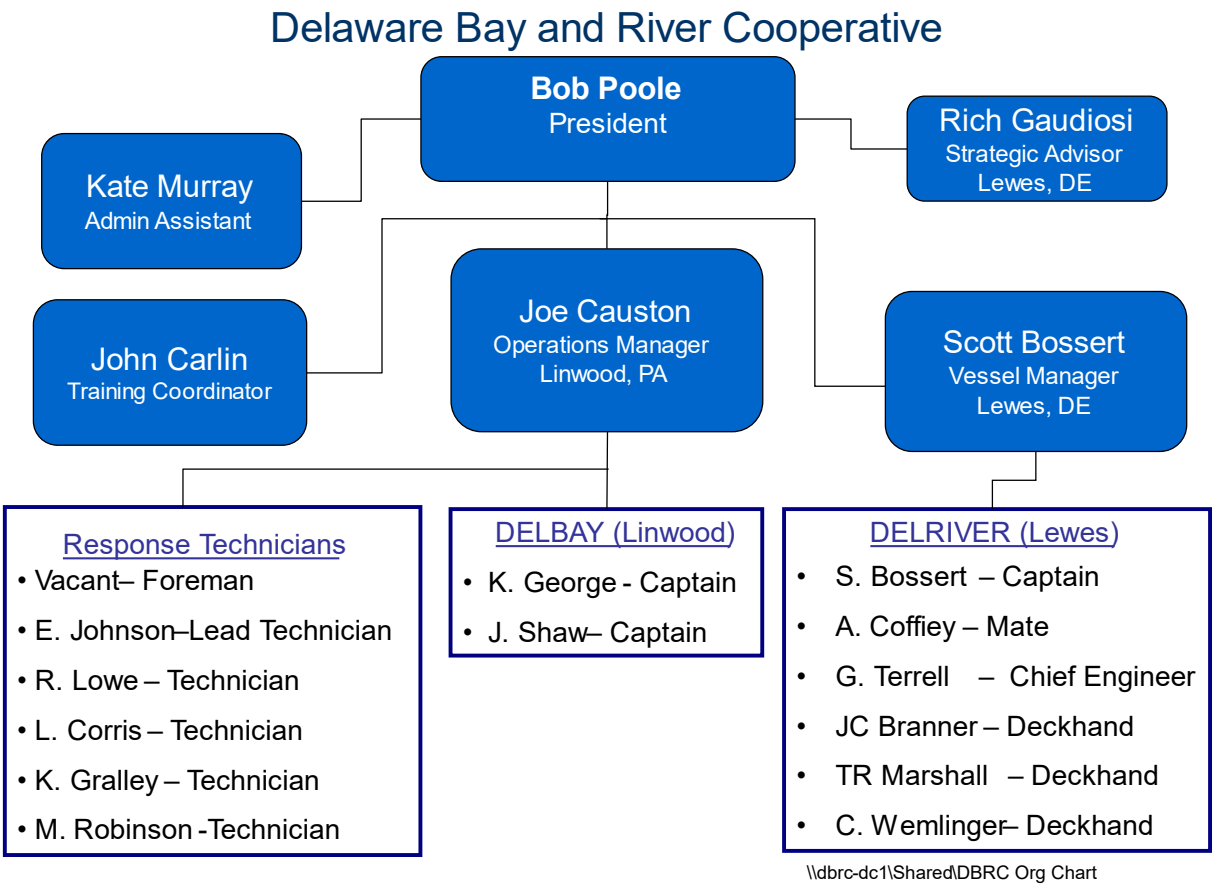
Phone: 302-645-7861
FAX or Phone: 302-645-1565

DBRC Linwood Branch

1650 Hewes Ave.
P.O. Box 1197
Linwood, PA 19061

Phone: 610-859-2830
FAX: 610-859-2834

DBRC ORGANIZATION CHART



\\dbrc-dc1\Shared\DBRC Org Chart

ACTIVATION OF DBRC BY A MEMBER COMPANY

TO ACTIVATE DBRC, THE MEMBER SHOULD COMPLETE THE FOLLOWING:

- Fill out the **Spill Response Questionnaire** (located on page 10) as completely as possible. This information may be provided over the telephone; however, verbal information MUST be followed by the submission of written notification via the Questionnaire form as soon as possible. The completed and signed form should be emailed to DBRC using the information on the form. ONLY an **authorized company representative** can sign the Spill Response Questionnaire to activate DBRC. The signature represents an agreement between DBRC and the member to initiate response activities.

- It is the member company's responsibility to ensure that the call to activate DBRC is placed by a company representative who is authorized to activate DBRC (this does not apply to notification calls). The President will not act upon calls from **unauthorized** member employees.

- Use this Equipment Rate Sheet (located on page 47) as a tool to assist in selecting pieces of DBRC equipment and resources needed. It is recommended that the requesting member or non-member select equipment using the descriptions of DBRC equipment and resources presented on DBRC's website, page 16 of this manual, as well as through discussions with DBRC.

Upon activation:

DBRC will immediately mobilize requested DBRC manpower and equipment for spills within DBRC's Area of Interest. This is defined in the DBRC Agreement as the Delaware River, from the Betsy Ross Bridge to the mouth of the Delaware Bay, including the Delaware-Chesapeake Canal, and the Delaware Offshore Lightering Area. Any spill that is located outside the defined Area of Interest will require Executive Committee approval prior to the release and use of DBRC equipment and resources. When required, the DBRC President will initiate the procedures for Executive Committee approval.

The President of DBRC will:

- Assist in coordinating activities and communications between the member company's On-Scene Commander, the Coast Guard, and DBRC response resources.

- Keep the Executive Committee fully informed of all significant developments from activation until the member company's On-Scene Commander or an authorized employee releases all DBRC equipment and resources.

ACTIVATION OF DBRC BY SUBSCRIBERS

TO ACTIVATE DBRC, THE SUBSCRIBER SHOULD COMPLETE THE FOLLOWING:

- Confirm that the voyage coverage note was filed 24 hours in advance of the vessel entering DBRC's Area of the incident. Failure to have done so will preclude DBRC from responding to an incident.
- Fill out the **Spill Response Questionnaire** (located on page 10) as completely as possible. This information may be provided over the telephone; however, verbal information MUST be followed by the submission of written notification via the Questionnaire form as soon as possible. The completed form should be emailed to DBRC using the information provided at the bottom of the form. It is the subscriber's responsibility to ensure that the call to activate DBRC is placed by a company representative who is authorized to activate DBRC (this does not apply to notification calls). The signature represents an agreement between DBRC and the subscriber to initiate DBRC response activities.
- Use this Equipment Rate Sheet (located on page 47) as a tool to assist in selecting pieces of DBRC equipment and resources needed. It is recommended that the requesting member or non-member select equipment using the descriptions of DBRC equipment and resources presented on DBRC's website, page 16 of this manual, as well as through discussions with DBRC.

Upon activation:

DBRC will immediately mobilize requested DBRC manpower and equipment for spills within DBRC's Area of Interest. This is defined in the DBRC Agreement as the Delaware River, from the Betsy Ross Bridge to the mouth of the Delaware Bay, including the Delaware-Chesapeake Canal, and the Delaware Offshore Lightering Area. Any spill that is located outside the defined Area of Interest will require Executive Committee approval prior to the release and use of DBRC equipment and resources. When required, the DBRC president will initiate the procedures for Executive Committee approval.

The President of DBRC will:

- Assist in coordinating activities and communications between the subscriber's On-Scene Commander, the Coast Guard, and DBRC response resources.
- Keep the Executive Committee fully informed of all significant developments from activation until the subscriber's On-Scene Commander releases all DBRC equipment and resources.

ACTIVATION OF DBRC BY THE UNITED STATES COAST GUARD

The Coast Guard, at its discretion, may request the activation of DBRC and its equipment.

ONLY THE SECTOR COMMANDER, DEPUTY SECTOR COMMANDER, AND THE CHIEF, RESPONSE DEPARTMENT OF THE SECTOR DELAWARE BAY ARE AUTHORIZED TO ACTIVATE DBRC. DBRC does not have a Basic Ordering Agreement in place with the Coast Guard. Coast Guard contracting will need to be involved to initiate an incident specific contract with DBRC.

The Coast Guard representative officially requesting DBRC activation should do the following:

- Confirm that the Oil Spill Liability Trust Fund OSLTF is open, and provide the authorization number.
- Fill out, as completely as possible, the **Spill Response Questionnaire** (located on page 10) and use the Equipment Rate Sheet (located on page 47) as a tool to assist in selecting pieces of DBRC equipment and resources needed. It is recommended that the Coast Guard select equipment using the descriptions of DBRC equipment and resources presented on DBRC's website, page 16 of this manual, as well as through discussions with DBRC. When the Coast Guard elects to activate DBRC equipment and resources on behalf of a non-member company, individual or organization, this becomes the Coast Guard's responsibility. The Coast Guard must authorize DBRC to activate its equipment and resources on the Coast Guard's behalf with the Coast Guard assuming fiscal responsibility for all DBRC expenditures.

DBRC will take direction from the Coast Guard and will not work directly for the spiller.

SPILL-SPECIFIC INFORMATION REQUIREMENTS

The Spill Response Questionnaire presented in this Section represents the information needed by DBRC to effectively mobilize equipment and resources for a spill response in a timely manner.

In order to activate DBRC, this form should be filled out as completely as possible, signed and emailed to DBRC. **ONLY an authorized member company representative, subscriber or Coast Guard representative** can sign the Spill Response Questionnaire to activate DBRC. It is the member company, subscriber, or Coast Guard's responsibility to ensure that the call to activate DBRC is placed by a representative who is authorized to activate DBRC (this does not apply to notification calls). The signature represents an agreement between DBRC and the spiller or Coast Guard to deploy DBRC equipment and expend resources on the spiller's behalf.

DBRC will respond to oil spills only. Oil means oil of any kind or in any form, including, but not limited to, petroleum, fuel oil, sludge, oil refuse, and oil mixed with wastes other than dredged spoil, but does not include petroleum, including crude oil or any fraction thereof, which is specifically listed or designated as a hazardous substance under subparagraphs (A) through (F) Act (42 U.S.C. 9601) and which is subject to the provisions of that Act.

It is the responsibility of the spiller to prepare a site safety plan. For reference, Table 1 provides information on pour point, specific gravity, API gravity, vapor pressure, viscosity, sulfur content, and benzene content of crude oils commonly transported through the Delaware Bay and River. Please note that all crude oils are not listed.

SPILL RESPONSE QUESTIONNAIRE

DBRC Authorization Information

1. Date (mm/dd/yy): ___/___/___ 2. Time (24 hr.): _____

3. Member Company or Subscriber Name: _____

4. Name of Authorized Representative Making Request: _____

5. Representative's Phone Number: _____/_____/_____

6. Representative's FAX Number: _____/_____/_____

7. Name of Person in Charge of Spill Response: _____

8. **CALL BACK PHONE NUMBER:** _____/_____/_____

9. Facility/Vessel Involved: _____

Incident Information

10. Time of Spill (24 Hr.): _____

11. Location of Spill (Latitude/Longitude) ___ ___ ___ / ___ ___ ___

12. Location Description: _____

_____

_____

_____

_____

_____

13. Size of Spill (circle one): Small(50 bbls or less) Medium (50 – 1000bbls) Large (>1000 bbls)

14. Product Spilled: _____

15. Unusual Safety Considerations? _____

_____

_____

_____

16. Authorizing Signature: _____ 17. Printed Name: _____

Submit this form to DBRC

email to dbrcinc@dbrcinc.org or Fax to 610-859-2834 during work hours if email is not possible

CALL 302-645-7861 FOR NOTIFICATION

1/6/2025

Table-1: Important Physical Characteristics of Crude Oils Commonly Transported in the Delaware Bay and River.

Crude Oil	Specific Gravity	API Gravity	Reed Vapor Pressure	Viscosity	Pour Point	Sulfur % wt	Benzene % wt	Comments
Alaska N. Slope	0.8944	26.8	3.6	28.9 CST @70F	5F	1.22	N/A	
Arab Ex Lt-Berri	0.8352	38.0	4.0	5.8 CST @70F	(-25F)	1.20	ND	
Arab Heavy	0.8871	28.0	7.5	37.0 CST @70F	(-20F)	2.85	0.04%VOL	
Arab Light	0.8575	32.6	3.6	10.2 CST @70F	(-30F)	1.80	0.11	
Arab Medium	0.8696	31.3	8.3	19.4 CST @70F	(-20F)	2.50	N/A	
Arabian Extra Light	0.8408	36.8	4.3	38.4 SSU @70F	5F	NIL	0.12	
Arabian Heavy	0.8899	27.5	6.6	106.0 SSU @122F	(-20F)		0.03	H2S-TRACE
Arabian Light	0.8602	33.0	4.5	51.9 SSU @100F	(- 4F)	NIL	0.13	
Arabian Light	0.8575	33.4	3.6	10.2 CST @70F	(-30F)	1.79	0.12	
Arabian Medium	0.8735	30.5	6.2	63.1 SSU @122F	(- 4F)	NIL	0.07	
Arabian Medium	0.8712	30.8	3.2	16.2 CST @70F	5F	2.40		KHURSANIYAH
Bacherquero	0.9535	17.0	1.6	1032.0 CST @70F	(-10F)	2.40	0	
Basrah Heavy	0.9052	24.9	3.0	50.0 CST @70F	(-22F)	3.50	N/A	
Basrah Light	0.8559	33.9	ND	10.6 CST @70F	5F	1.95	N/A	
Bonny Light	0.8534	34.3	5.3	3.6 CST @104F	50F	0.11	0.14%VOL	NIGERIA
Bonny Light	0.8477	35.3	6.9	5.6 CST @70F	27F	0.11	0.16	NIGERIA

Table 1 Cont'd: Important Physical Characteristics of Crude Oils Commonly Transported in the Delaware Bay and River.

Bonny Light	0.8461	35.7	ND	38.0 SUS @100F	27F	0.13		NIGERIA
Bonny Medium	0.9024	25.2	3.1	17.8 CST @70F	(-17F)	0.23	0.16	NIGERIA
Bonny Medium	0.9047	24.9	ND	62.0 SUS @100	(-33F)	0.23		NIGERIA
Boscan	0.9965	10.5	1.6	1992.0 SSU @122F	70F	6.24		
Brass River	0.8104	43.2	ND	ND	21F	0.07		NIGERIA
Brent	0.8329	38.4	ND	39.0 SUS @100	42F	0.36		NORTH SEA
Brent Blend	0.8313	38.6	9.5	5.7 CST @70F	20F	0.34	0.16	H2S-0.0001WT%
Cabinda	0.8654	32.0	4.0	14.1 CST @104F	65F	0.13		ANGOLA
Cabinda/Takula	0.8633	32.4	ND	74.0 SUS @100F	59F	0.12		ANGOLA
Cano Limon	0.8788	29.4	1.0	26.5 CST @70F	ND	0.45		COLUMBIA
Cano Limon	0.8794	29.4	ND	74.0 SUS @100F	0F	0.53		COLUMBIA
Escalante	0.9141	23.3	ND	1680.0 SUS @100	32F	0.16		ARGENTINA
Escravos	0.8439	36.2	ND	3.5 CST @104F	45F	0.14		NIGERIA
Escravos	0.8422	36.4	4.0	5.6 CST @70F	40F	0.14	0.16	NIGERIA
Escravos	0.8473	35.5	ND	39.0 SUS @100	21F	0.15		NIGERIA
Felda	0.9024	25.3	5.9	86.0 SSU @122F	(-15F)	NIL	ND	

Table 1 Cont'd: Important Physical Characteristics of Crude Oils Commonly Transported in the Delaware Bay and River.

Crude Oil	Specific Gravity	API Gravity	Reed Vapor Pressure	Viscosity	Pour Point	Sulfur % wt	Benzene % wt	Comments
Forcados	0.8789	29.5	3.5	6.7CST@104F	15F	0.18		DK, GRN BROWN
Forcados	0.8772	29.7	5.9	8.0CST@70F	(- 4F)	0.29	0.16	NIGERIA
Forcados	0.8789	29.5	ND	47.0SUS@100	21F	0.19		NIGERIA
Isthmus	0.8606	32.8	6.4	11.0CST@70F	(-15F)	1.51	0.12	H2S-102PPM-WT
Isthmus	0.8606	33.0	6.4	11.8CST@70F	(-15F)	1.50	0.12%VOL	
Lagomedio	0.8675	31.7	5.3	18.1 CST @70F	(-15F)	1.17	N/A	
Leona	0.9087	24.1	3.7	75.3 CST @70F	(-20F)	1.72		
Lucina	0.8309	38.8	4.6	4.8 CST @104F	65F	0.06		
Mandji Blend	0.8780	30.1	ND	33.7 CST @70F	48F	1.11	0.06	
Maya	0.9212	22.0	4.7	223.0 CST @70F	(-25F)	3.56	0.08	H2S-199PPM-WT
Maya	0.9212	22.2	4.7	223.0 CST @70F	(-25F)	3.56	0.10%VOL	
Menemota	0.9352	19.8	1.7	210.0 SSU @130F	(-10F)		0.06	H2S -TRACE
Merey-16	0.9574	16.3	0.7	333.5 CST @104F	(-15F)	NIL	0.06	
Merey-18	0.9459	18.1	1.2	122.0 SSU @180F	0F		0.11	
Mesa	0.8606	32.8	5.0	14.2 CST @70F	5F	0.69		
Oriente	0.8795	29.2	3.7	19.9 CST @70F	25F	1.01		H2S- 10PPM-WT

Table 1 Cont'd: Important Physical Characteristics of Crude Oils Commonly Transported in the Delaware Bay and River.

Palanca	0.8304	38.9	9.3	3.6 CST @104F	20F	0.14	0.16%VOL	ANGOLA
Palanca	0.8238	40.1	6.2	6.1 CST @70F	27F	0.11	0.16	ANGOLA
Palanca	0.8285	39.3	ND	39.3 SUS @100	5F	0.14		ANGOLA
Pennington	0.8439	36.2	5.1	3.0 CST @104F	20F	0.07		NIGERIA
Pennington	0.8412	36.6	5.1	3.7 CST @100F	43F	0.07	0.16	NIGERIA
Pennington	0.8454	35.8	ND	3.3 SU S@100	37F	0.08		NIGERIA
Pilon	0.9820	12.6	1.6	213.0 SSU @122F	5F	NIL	0.02	
Qua Iboe	0.8453	35.9	6.0	3.3 CST @104F	55F	0.12		NIGERIA
Qua Iboe	0.8452	35.8	6.0	5.6 CST @70F	45F	0.12	0.16	NIGERIA
Qua Iboe	0.8393	37.1	ND	37.0 SUS @100	48F	0.11		NIGERIA
Rabi	0.8534	34.3	3.8	16.9 CST @104F	85F	0.05		GABON
Rabi-Kounga	0.8529	34.4	ND	75.0 SUS @100	91F	0.07		GABON
Ras Gharib	0.9082	24.3	2.8	221.0 SSU @122F	40F		0.18	5.0PTB
Soya	0.8333	38.3	ND	44.0 SUS @100	64F	0.13		ANGOLA
Takula	0.8629	32.5	7.3	13.9 CST @104F	50F	0.11		
Zaire	0.8697	31.2	3.8	19.4 CST @104F	70F	0.11		ZAIRE
Zaire	0.8751	30.2	ND	65.0 SUS @100	75F	0.14		ZAIRE

DBRC EQUIPMENT, RESOURCES AND CAPABILITIES

Listed in this section is DBRC oil spill equipment available at numerous locations in the Delaware Bay and River.

Available DBRC equipment is divided into the following categories:

SPILL RECOVERY VESSELS	Page 17
SUPPORT VESSELS	Page 19
SPILL RECOVERY EQUIPMENT	Page 26
SPILL CONTAINMENT EQUIPMENT	Page 34
COMMUNICATION EQUIPMENT	Page 40
DISPERSANT APPLICATION EQUIPMENT	Page 44
ADDITIONAL EQUIPMENT	Page 45
DBRC EQUIPMENT RENTAL RATES	Page 48

SPILL RECOVERY VESSELS

DBRC Oil Spill Recovery Vessel Profiles

Vessel	Draft (light)	Recovered liquid storage capacity (bbl)	Rated skimming capacity (bbl/day)	De-rated skimming capacity (bbl/day)	Location	Response time to Big Stone Anchorage area	Response time to Delaware City area	Response time to Upriver areas (Marcus Hook and above)
DELRIVER	7.5'	3,010	68,760	13,752	Lewes	1 Hour	Within 6 hrs	within 12 hrs
DELBAY	5'	238	63,600	13,714	Marcus Hook	10 hrs	4 hrs	2 hrs
DELCREEK	4' 8"	35	39,696	6,857	Philadelphia		8 hrs	4 hrs
(4) Lori Bow Collector (LBC-3) (2) on Schat Workboats Eagle Barges (3) Eagle Barges on semi	2’	5’	18576 ea.	3,715 ea.	1-Linwood 1-Delaware City 1-Slaughter Beach	4 hrs 4 hrs	3 hrs 2 hrs	2 hrs 4 hrs
Elastec Disk skimmer			3168	925	1-Linwood 1-Delaware City	4 hrs 4 hrs	4 hrs 2 hrs	2 hrs 4 hrs

Revised 1/5/2025

	2' 1'	5 230				4 hrs	3 hrs	3 hrs

OSRV DELRIVER

The largest member of the DBRC fleet is a converted offshore supply vessel. This 425-ton multi-purpose vessel measures 166 feet in length. It can provide an on-board command center and a variety of equipment including skimming equipment and boom. The DELRIVER has 2,000 horsepower with a normal speed of 12 knots, a 60,000-gallon fuel capacity and a 126,420-gallon (3,010 bbl) recovered oil capacity. The vessel has built in LORI 5 brush skimming systems on both sides in addition to a GT-185 skimming system. Two DOP-250 weir skimmers each with a derated capacity of 3,017 bbl/day are stored on board the DELRIVER. This could be used in lieu of a LORI Brush System if a particular spill indicated that this might be a better system to use. The DELRIVER has the capability of deploying 3,200 feet of Expandi 43-inch self inflating boom and 1,000 feet of air inflatable Oil Stop 56" Deep Sea Boom from reels on the vessel. The

vessel is equipped with one (1) Zodiac 25 ft. rigid hull inflatable boats with twin 135 horsepower outboards for handling boom. The DELRIVER is berthed in Lewes, with a permanent Five-man crew on duty 24 hours a day, 7 days a week.

The DELBAY

The 68-foot, 100-ton oil skimming vessel has two (2) 250 horsepower engines with a maximum speed of 9 knots, a 1,000 gallon fuel capacity and a 10,000 gallon (238 bbl) storage capacity. The vessel uses the Dynamic Inclined Plane (DIP) system of spill recovery. The bow of the vessel opens up and two sweeps extend, funneling the oil onto a moving belt. The DELBAY is berthed at Marcus Hook Industrial Complex. The DELBAY has an operator on duty 24 hours a day, 7 days a week and a deck hand available within 1 hour.

The DELCREEK

The DELCREEK is a 30-foot self propelled skimmer with a maximum speed of 4 knots. The DELCREEK uses the Dynamic Inclined Plane (DIP) skimming system. The DELCREEK is propelled by a 75 horsepower diesel engine and has a storage capacity of 1,500 gallons (35 bbl). The DELCREEK is dry stored on the Schuylkill

River at PBF Logistics' facility at 6850 Essington Ave. Philadelphia, PA 19153. This unit is for use in protected waters.

LORI BOW COLLECTOR UNITS

DBRC has four LORI (LBC-3) bow mounted skimming systems. The skimmer is a chain driven brush skimmer rated for use in protected waters. Two (2) of DBRC's Schat work boats are capable of mounting 2 of these units with an approximate skimming width of 16 ft. in the advancing mode (pictured above left). The Lori units on the Schat Boats are at DBRC's Linwood facility and at the Delaware City Refining Co. Portable tanks provide storage for these units. Two LORI units mount on American Eagle Aluminum Barge units (pictured above right) and the units are stored at Linwood. The skimming width with the barge units will be determined by the amount of boom used for the V-configuration. With 220 ft. lengths on each of the V legs, the skimming width is approximately 130 ft. The LORI units on the Schats can be switched to American Eagle Aluminum Barge units and deployed during a spill, depending on the situation.

SUPPORT VESSELS

DBRC Support Vessel Profiles

Vessel	Length	Draft (light)	Location (Quantity)
Munson Landing Craft With Trailer	32 ft	3 ft	DBRC Linwood

DBRC Equipment List

Munson Landing Craft with Trailer	26 ft	2 ft	DBRC's Linwood Facility (1)
Munson Landing Craft with Trailer	32 ft	3 ft	DBRC's Linwood Facility (1)
Schat Sea Responder	34 ft	2 ft	DBRC's Linwood Facility (1), Slaughter Beach (2), Delaware City (1)
Pontoon Boat	25 ft	2 ft	Paulsboro (1)
Thomas Marine Al. Push Boat	27 ft	2 ft	Slaughter Beach (1)
RHI (Zodiac)	21 ft	2 ft	DBRC's Linwood Facility (1)
Jon Boat	16 ft	1 ft	DBRC's Linwood Facility (1)
Jon Boat	16 ft	1 ft	DBRC's Linwood Facility (1)
Jon Boat	20 ft	1 ft	DBRC's Linwood Facility (1)
American Eagle Aluminum Barge 40 ft. X 16 ft X 4 ft – (230 BBL capacity)	40 ft	1 ft	Marcus Hook (1), Slaughter Beach (1), Delaware City (1)
Steel Crane/Spud Barge	36 ft	1 ft	Marcus Hook

Pea Patch Island - 32' Munson Landing Craft with Trailer

DBRC has one (1) 32-foot Munson Landing craft designed to be a multi-purpose response platform. Vessel is fitted with 6" tow post and tow screen to allow towing of fully laden Eagle Barges and other equipment including oil containment boom deployment. Designed to support hydraulic oil skimmers, the boat is outfitted with redundant PTO-Driven Hydraulic Pumps. A hydraulic planetary deck winch is used to load equipment on to the forward deck and hydraulic lines are routed to the bow to allow for easy connection of oil skimmers and other equipment. The boat is stored on a trailer at the Linwood Facility.

DBRC Equipment List

Gross weight is 15,000 lbs; **Power**: Twin D-6 Volvo Penta; **Engines** (330 HP x 2); **Fuel**: 250 Gallons **Propulsion**: 2 Volvo DPH 1.76 Sterndrives; **Speed**: 49 MPH Lightship; 6-Man Life Raft-EPIRB; 4-Way Lifting Sling; 6 Inch Tow Post; VHF Radio-Ray Marine Chartplotter & Radar; 500 Lb. Deck Davit & Winch.

Seahorse Island - 26' Munson Landing Craft with Trailer

DBRC has one (1) 26-foot Munson Landing craft designed to be a multi-purpose response platform. Vessel is fitted with 6" tow post and tow screen to allow towing of fully laden Eagle Barges and other equipment including oil containment boom deployment. The boat is stored on a trailer at the Lewes Facility during winter months, and in Lewes the rest of the year. Gross weight is 10,000 lbs.

Power: Twin D-4 Volvo Penta Engines (225 HP x 2); **Fuel**: 150 Gallons; **Propulsion**: 2 Volvo DPH 1.96 Sterndrives; **Speed**: 47 MPH Lightship; 6-Man Life Raft-EPIRB; 4-Way Lifting Sling; 6 Inch Tow Post; VHF Radio-Ray Marine Chartplotter & Radar; 500 Lb. Deck Davit & Winch.

Pontoon Boat

DBRC has one (1) Mon-Ark 25 by 14-foot pontoon boats powered by twin 115 horsepower outboard engines. It is designed for deployment and retrieval of boom. The pontoon boat is located at the Paulsboro Refining Company in Paulsboro. The primary use is booming of Mantua Creek, and it has 800 feet of boom stored on board. Gross weight is 10,000 lbs.

Thomas Marine Aluminum Push Boat

DBRC Equipment List

DBRC has one (1) Thomas Marine 27' Aluminum workboat which is powered by a 200 horsepower diesel engine with a single counter-rotating propeller. This boat is a utility vessel that may be used with the American Eagle barge units, for towing boom, or for logistics support. The boat is stored on a trailer at the Linwood Facility. Gross weight is 7,500 lbs.

Rigid Hull Inflatable (Zodiac)

DBRC has one (1) 21-foot Zodiac 640 OB. This is a versatile, fast boat with dual 90 horsepower outboard engines. It is primarily used to survey the spill area. The boat is stored on a trailer at DBRC's Linwood Facility and used for rapid mobilization to various locations. Gross weight is 5,000 lbs.

Jon Boats

DBRC has three (3) Jon boats. The two 16-foot Jon boats are equipped with 30 HP outboards. The 20-foot Jon boat is equipped with a 90 HP outboard. These are wide beam shallow draft boats and can be used to beach equipment, install anchors, etc. They are stored on trailers at the Linwood Facility. Gross weights are: 500 lbs. For 16-ft., and 1,680 lbs for the 20-ft.

Schat - Sea Responders

DBRC has four (4) Schat 34-foot Sea Responder fiberglass boats powered by twin 115 horsepower outboard engines. The operating draft is approximately 2 feet and the boats have 100 gallons of fuel capacity. Three of the boats are equipped to mount the LORI skimmers or push knees to be used with the American Eagle Aluminum Barges. The boats can carry approximately 1200 feet of boom at a speed of about 20 knots. Two are fitted with a drop bow ramp and towing bit. One (1) boat is located at DBRC's Linwood Facility, one (1) at the Delaware City Refinery, and two (2) are at Delaware Bay Launch Service Slaughter Beach. All are mounted on trailers for rapid mobilization to various locations. Gross weight with LORI skimmer is 15,000 lbs. and 13,500 lbs without the Lori system.

American Eagle Aluminum Barges

DBRC has three (3) American Eagle Aluminum Barge units consisting of two aluminum barges that can be hauled on a flat bed truck (2 barges per truck - 13’ 6” overhead clearance is required), or by trailer. The barges measure approximately 40 feet in length, 8 feet in width, and are 3' 9" high. They are designed such that two (2) will pin together to form a 40 x 16 ft. work platform with a skimming outrigger. Each barge has a 115 barrel storage capacity. The decks are reinforced to accommodate skimming equipment

such as the Trans-Vac or DESMI (see page 27). The units are fitted to mount Lori Bow Collector units on the stern One (1) unit is located at Delaware Bay Launch Service in Slaughter Beach, one (1) at the Delaware City Refinery, and one (1) at DBRC's Linwood Facility. Gross weight per barge is 6,500 lbs.

Steel Spud/Crane Barge

DBRC has a steel crane spud barge measuring 36' x 16' x 4' with a draft of approximately 1ft. The crane has a maximum lift of 5,100 lbs and minimum lift of 3,450 lbs. The crane is hydraulic and is supplied by a diesel hydraulic power unit. The hydraulic unit also powers a 500 gal/min wash down pump. The crane has two spuds that are worked hydraulically and are capable of operating in water depths up to 20 ft. The barge is moored year round at the ETP Marcus Hook Industrial Complex in Marcus Hook, PA, however, the barge may be moved to dry stored on land depending on the ice season. The gross weight of the barge is 40,000 lbs.

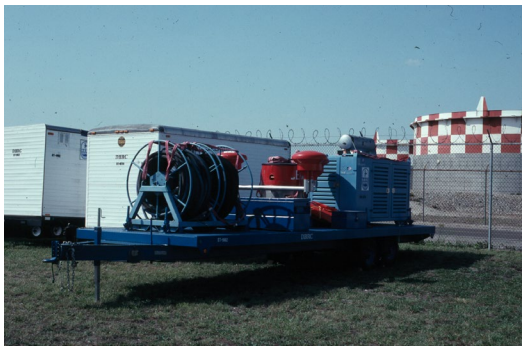
SPILL RECOVERY EQUIPMENT

DBRC Recovery Equipment Capacities

Skimmer	Rated skimming capacity	De-rated skimming capacity
DESMI (1)	15,085 bbl/day	3,017 bbl/day
Trans-Vac (1)	17,145 bbl/day	3,429 bbl/day
Walosep WM (1)	1,680 bbl/day	336 bbl/day
Komara 12K (2)	2,712bbl/day	542 bbl/day
Lori Mini Skimmer LMS-20 (3)	4,025 bbl/day	805 bbl/day
Elastec TDS- 136 – Grooved Drum (2)	5,828 bbl/day	1,165 bbl/day
Elastec TDS 118 – Grooved Drum (6)	3,085 bbl/day	617 bbl/day
Elastec X-30 Bow Collector	925 bbl/day	185 bbl/day
Lamor Minimax (LMM) 12 (3)	1,800 bbl/day	360 bbl/day
Lamor Minimax (LMM) 30 (2)	7,440 bbl/day	1,488 bbl/day
D.E. Skim-Pak (3)	10,285 bbl/day	2,057 bbl/day

DBRC Equipment List

DESMI



The DESMI Ocean Skimmer is a floating weir skimmer rated for open water operation in water depths of 5' or more. The skimmer pump can be converted from a skimmer system and used for a wide range of emergency and auxiliary pumping operations, such as emergency off-loading of heavy crude, emulsions, etc. The DESMI is stored in a container at DBRC's facility in Lewes, DE. Gross weight is 10,000 lbs.

Trans-Vac

The Trans-Vac 500D is an oil recovery unit that combines the air handling capacity of a vacuum pump and the high transfer capability of a positive displacement pump. The Trans-Vac uses the vacuum created by a high capacity pump to recover and transfer oil into a receiving tank on the unit. The system is equipped with hoses and skimmer heads which allow the unit to skim oil in as little as 6" of water. The Trans-Vac will handle all types of oils and can be operated in remote "hard to get at" shoreline areas. DBRC can deliver the Trans-Vac on a trailer from DBRC's Linwood Facility or by water on an American Eagle Aluminum barge unit. Gross weight is 15,000 lbs complete, 7,000 lbs vacuum unit only.

Walosep WM Skimmer

The Walosep WM Skimmer is a smaller weir skimmer for use in shallow waters and around docks with a water depth of 2' or more. This unit can operate in waves up to 4 ft. It is a lightweight unit and can be easily handled by two (2) people. The Walosep is stored at DBRC's Linwood Facility in the DBRC Small Skimmer Trailer (BT-8601), along with the Lori drum brush skimmers (3), 2 manta ray heads, a Komara 12K disk skimmer and a Douglas Skim Pak. The dry weight of the skimming unit is 210 lbs.

Komara 12K MRK2 Disk Skimmer

DBRC has two (2) Komara 12K MRK2 oleophilic disk skimmer designed for use in protected waters. The skimmer is used in a stationary mode and has a maximum draft of 9.6 inches. The skimmer works best on oil types I and II. One skimmer is stored as a complete unit with all required equipment for sustained

operation in trailer BT-9801 at the Paulsboro Refining Co. in Paulsboro. The other skimmer is stored in the DBRC Small Skimmer Trailer (ET-1501) at DBRC's Linwood, PA Facility. The dry weight of the skimming unit is 123 lbs.

Lori Mini Skimmer LMS-20

DBRC has three (3) Lori Mini Skimmer units. This is a drum shaped brush skimmer that works well in a wide range of oils. The unit is made of marine grade aluminum and is easily handled by one person. It is powered by a hydraulic power pack and has a 3" quick connect fitting for attaching a vacuum hose. When in operation this unit has a draft of less than 6 inches. It is ideal for use in protected waters and especially in very shallow waters. All three are stored in the DBRC Small Skimmer Trailers (ET-0901) and (ET-1501)

Elastec TDS-118 Grooved Drum Skimmer (6 units)

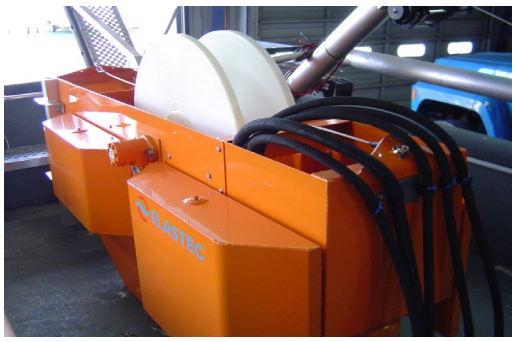
The Elastec TDS118 are driven pneumatic or by hydraulic for oil spill response and industrial use. Due to its shallow draft and light weight, this handy skimmer is ideal for cleanup in creeks, rivers and lakes. Elastec drum skimmers are able to recover a wide range of oils and sheen, from diesel to crude oils. It is equally at home in an API separator or inland river spill. On the hydraulic model a hydraulic driven pump

can be attached on the suction side fitting and the recovered oil can be transferred into a designated storage tank or bladder. The dry weight of the skimmer head unit is 60 lbs. The E150 hydraulic transfer pump weighs 20 lbs and has a maximum pumping capacity of 180 gpm., and is capable of handling solids up to ¾". DBRC has six (6) of these oil skimmer units and are stored in the following locations. Two (2) pneumatic units in trailer ET-1501 located in Linwood. Two (2) hydraulic units in trailer ET-0901 located in Linwood. One (1) hydraulic unit on trailer ET-9102 located in Linwood. One (1) hydraulic unit in trailer BT-8602 located at PSEG in Lower Alloways Creek, NJ. Two (2) E150 hydraulic transfer pumps are located in trailer ET-0901 located in Linwood.

Elastec TDS-136 Hydraulic Driven Grooved & Smooth Drum Skimmer (2)

The Elastec TD136 are hydraulic driven for oil spill response and industrial use. Due to its shallow draft and light weight, this handy skimmer is ideal for cleanup in creeks, rivers and lakes. Elastec drum skimmers are able to recover a wide range of oils and sheen, from diesel to crude oils. It is equally at home in an API separator or inland river spill. On the hydraulic model a hydraulic driven pump can be attached on the suction side fitting and the recovered oil can be transferred into a designated storage tank or bladder. The dry weight of the skimmer head unit is 135 lbs. The ES400 hydraulic transfer pump weighs 47 lbs and has a maximum pumping capacity of 520 gpm, and is capable of handling solids up to 1 ½". DBRC has two (2) of these oil skimmer units and are stored in the DBRC Linwood facility.

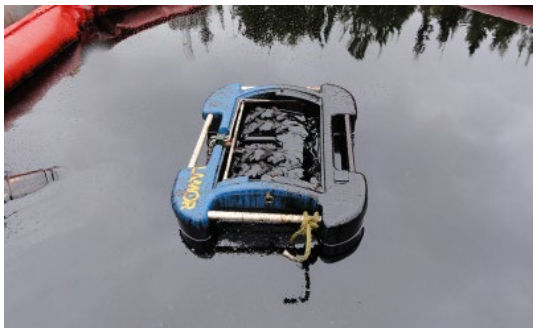
Elastec X-30 Grooved Disc Bow Skimmer



DBRC Equipment List

DBRC has (1) one Elastec bow mounted skimming system. The oil skimming unit is mounted on DBRC's 32 foot Schat - Rascal. The X-30 skimming system utilizes the latest Grooved Discs for recovering oil from the surface of the water. These discs are the same technology that was utilized in the Wendy Schmidt oil cleanup X challenge. The X30 Grooved Disc Cassette will collect light oils in the stationery and advancing modes from the bow of the vessel. This unit has an approximate skimming width of 16 ft. in the advancing mode. Portable tanks provide storage for this unit. The unit is stored on a trailer at Linwood.

Lamor Minimax (LMM) 12 (3)



The Lamor Mini Skimmer is a brush wheel, stationary or advancing skimmer that works well in a wide range of oils. The unit is a light, potable suction-type oil skimmer, designed to recover oil from shorelines, harbors, rivers and lakes. It can be handled by one person, and is powered by a hydraulic power pack, and has a 2-inch quick connect fitting for attaching to a vacuum truck.

When in operation this unit has a draft of less than 3-inches. It is ideal for use in protected waters and especially very shallow waters. All three units are stored in the DBRC Small Skimmers Trailers (ET-0901 & ET-150l) at DBRC's Linwood Facility. Unit weighs 62 lbs.

Lamor Minimax (LMM) 30 (2)

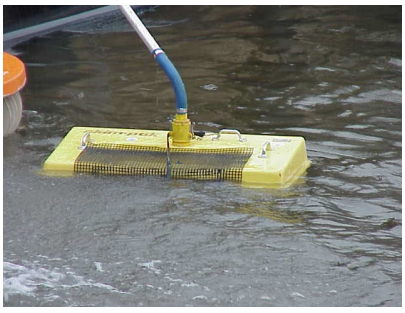
The Lamor Mini Skimmer (LMM30) is a stiff brush conveyor belt-type oil skimmer. It is ideal for occasional or frequent use in small ponds/pits, in the oil collection bay of small oil/water interceptors or for general clean-up duties, but also as a fast flood skimmer in rivers. The brush belt system allows recovery of oil in debris polluted waters. Powered by a hydraulic power pack and has a 3-inch quick

connect fitting for attaching transfer hoses to a storage tank. Each unit is equipped with a hydraulic driven Rotary Lobe Transfer Pump for the pumping of recovered oil into a storage tank. When in operation this unit has a draft of less than I-foot. The two units are stored in the DBRC Inland Spill Trailer (ET-91 02) at DBRC's Linwood Facility.

Inland Oil Spill Response Trailer

The trailer has a complete set of equipment and tools needed for an inland oil spill; including hydraulic skimmers and power packs, underflow dams, sorbent and hard boom, jon boat and motor, power and hand tools, small pumps, and PPE.

D. E. Skim-Paks



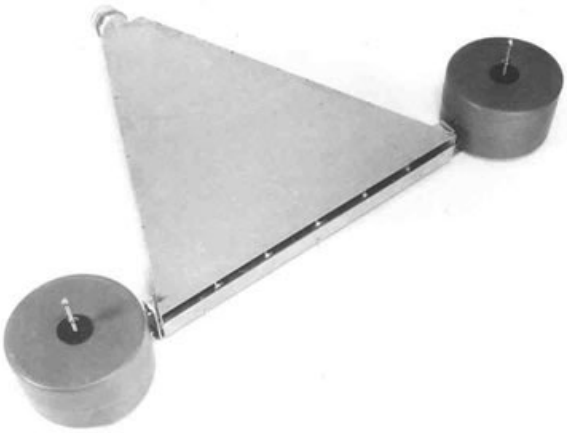
The model 18000 Douglas Engineering Skim-Pak skimmer is a high volume skimmer. The units use floating skimmer heads which allow for operation in 6" of water or more. DBRC has three (3) packaged units with diesel trash pumps. Two are stored in DBRC's Small Skimmer Trailer (ET-0901) at DBRC's Linwood Facility. The other unit is stored at Delaware City Refinery in a container. The container gross weight is 600 lbs. and will fit in an 8 ft pickup bed.

Vacuum hose skimmer heads:

ad

Slurp Skim Head

The Manatee skim head weighs 76 lbs. and has a 3” male quick coupling hose connection. The Slurp skim head weighs 36 lbs. and has a 3” male quick coupling hose connection. Both are stored in trailer BT-9801 at the Paulsboro Refining Company in Paulsboro, NJ.



Manta Ray skim head

The Slickbar high capacity skim head weighs 76 lbs. and has a 3" male quick coupling hose connection and is stored with the TransVac. The Manta Ray skim head weighs 58 lbs. and has a 3" male quick coupling hose connection. DBRC has 2 that are stored in the DBRC Small Skimmer Trailers (ET-0901) and (ET-1501) at DBRC's Linwood Facility.

SPILL CONTAINMENT EQUIPMENT

Boom

Over 88,0000 feet of spill boom is located at various storage sites throughout the Delaware Bay and River area. The quantity of boom available is less than the total inventory because certain boom has been reserved for use at upriver pre-planned boom sites. Depending on the location and size of the spill, however, some additional boom may be available. DBRC has twenty (20) small spill boom transport trailers, and six (6) semi-trailers for land transportation of spill boom.

DBRC Boom Inventory

Oil Containment Boom	Total Inventory	Feet Available	Status
Expandi 4300 20" flotation x 23" draft	3,600	3,600	Located on the DELRIVER and deployed by DELRIVER personnel.
Oil Stop Deep Sea Air-Filled Boom 20" flotation x 36" draft	1,000	1,000	Located on the DELRIVER and deployed by DELRIVER personnel.
Various Manufacturers 9" flotation x 18" draft	1,050	1,050	Can deliver boom to specified site as requested. No provisions for deployment.
Bottom Seal Boom : Shore Guardian 8" flotation x 12" draft	2,040	2,040	Can deliver boom to specified site as requested. No provisions for deployment.

DBRC Equipment List

Various Manufacturers 6" flotation x 6" draft	60,600	3,000	Can deliver boom to specified site as requested. No provisions for deployment.
Oil Stop 6" flotation x 12" draft	17,100	17,100	Can deliver boom to specified site as requested. No provisions for deployment.
AFTI - Inflatable 10" flotation x 16" draft	220	220	Can deliver boom to specified site as requested. Boom contained on boom reel.
AFTI - Inflatable 10" flotation x 20" draft	2500	2500	Can deliver boom to specified site as requested. Boom contained on boom reel.
AFTI - Inflatable 6" flotation x 12" draft	220	220	Can deliver boom to specified site as requested. Boom contained on boom reel.

Revised 1/5/2025

DBRC Equipment List

Boom Transport Trailers

Number	Location	Length ft.	Boom Make	Freeboard	Draft	Site
BT-8902	Marcus Hook Industrial Complex	1500	Oil Stop - UN	6	12	AMPD's
BT-8904	DBRC LINWOOD	1500	Oil Stop - UN	6	12	AMPD's
BT-9401	Marcus Hook Industrial Complex	1500	Oil Stop - UN	6	12	AMPD's
BT-8602	Eagle Point	1400	Oil Stop - UN	6	6	Big Timber Creek
BT-9117	Eagle Point	1400	Oil Stop - UN	6	6	Big Timber Creek
BT-9113	DBRC LINWOOD	1700	Oil Stop - UN	6	6	Christina River
SV-9601	City Dock	5100	Applied Fabric - UN / 510 feet of Shore Guardian	6	12	City Dock
SC-7	Citgo Petty Island	3000	Oil Stop - UN	6	6	Cooper River
SC-6	Exelon Eddystone	4700	2700 ft. AM-UN / 2000 ft. Oil Stop	6	6	Darby, Chester, Crum, & Ridley
PONTOON	PRC Paulsboro	600	American Marine - UN	6	6	Mantua Creek
BT-8903	DBRC LINWOOD	1600	Oil Stop - UN	6	6	Naamans Creek
SV-8001	DBRC LINWOOD	7000	2800 Oil Stop-UN / 4200 AFTI / 510 of S.G.	6	6	New Castle / Christina
BT-9106	Gloucester City FD	800	Oil Stop - UN	6	6	Newton Creek
BT-9102	DBRC LINWOOD	1500	Oil Stop - UN	6	6	Old Canal, Aunt Debs,Weeks
BT-9107	DBRC LINWOOD	1600	Oil Stop - UN	6	6	Oldmans Creek
BT-9108	DBRC LINWOOD	1600	Oil Stop - UN	6	6	Oldmans Creek
SC-2	DCR De. City		Anchors / 510 feet of Shore Guardian			Pea Patch Island
SC-3	DCR De. City	5000	American Marine - UN	6	6	Pea Patch Island
SC-4	DCR De. City	6800	Oil Stop - UN	6	6	Pea Patch Island

Revised 1/5/2025

DBRC Equipment List

SV-7902	DCR De. City	7000	Oil Stop - UN	6	6	Pea Patch Island
SV-8902	DCR De. City	7300	6300' Oil Stop - UN / 900' AFTI - UN / 100' sample	6	12	Pea Patch Island
SC-5	Monroe	3500	1300 ft. Oil Stop / 2200 ft. AB-UN	6	6	Raccoon Creek
SV-8901	PSEG	7000	AFTI - UN / 510 feet of Shore Guardian	6	6	Salem River / Goose Pond
BT-8701	CALPINE	1000	Oil Stop - UN	6	6	Shell Pot
BT-8905	Slaughter Beach	1000	600 AM-UN V BOOM / 400 AB - UN	9	18	V-Boom Deployment
BT-9104	MILLER	1400	Oil Stop - UN	6	6	Woodbury Creek
BT-9110	MILLER	1500	Oil Stop - UN	6	6	Woodbury Creek
Box One	Slaughter Beach	1000	AFTI - UN Inflatable Curtain Boom	10	20	
BR 1	Slaughter Beach	500	AFTI - UN Inflatable Curtain Boom	10	20	
BR 2	Slaughter Beach	500	AFTI - UN Inflatable Curtain Boom	10	20	
BR 3	Slaughter Beach	500	AFTI - UN Inflatable Curtain Boom	10	20	
BR 4	Slaughter Beach		AFTI - UN Inflatable Curtain Boom	10	20	
BR 5	SV-7401	200	AFTI - UN Inflatable Curtain Boom	6	12	
BR 5	SV-7401	220	AFTI - UN Inflatable Curtain Boom	10	16	

Revised 1/5/2025

DBRC Equipment List

Upriver Pre-Planned Boom Sites

DBRC has established pre-planned booming sites to protect environmentally sensitive areas in the upper Delaware River. These locations are listed below and are consistent with the Area Contingency Plan. Dedicated boom and ancillary equipment are located near the designated sites. During emergencies, the spiller and DBRC will select designated sites depending on the anticipated trajectory of the oil.

Designation of Pre-Planned Boom Sites and Emergency Deployment Personnel

SITE	Deployment By
Cooper River	DBRC Contractor
Newton Creek	DBRC Contractor
Big Timber Creek	DBRC Contractor
Woodbury Creek	DBRC Contractor
Mantua Creek	Paulsboro Refining Company
Aunt Debs Ditch	DBRC Contractor
Old Canal	DBRC Contractor
Raccoon Creek	Monroe Energy
Oldmans Creek	Marcus Hook Industrial Complex
Darby Creek	DBRC Contractor
Crum Creek	DBRC Contractor
Ridley Creek	DBRC Contractor
Chester Creek	DBRC Contractor
Naaman's Creek	DBRC Contractor
Shellpot Creek	DBRC Contractor
Christina River	DBRC Contractor
New Castle	DBRC Contractor

DBRC Equipment List

Pea Patch Island	Delaware City Refining Co, DBRC Contractors

NOTE: DBRC will first contact the member company (where designated), and then a DBRC Contractor if the Member company cannot conduct the deployment.

COMMUNICATION EQUIPMENT

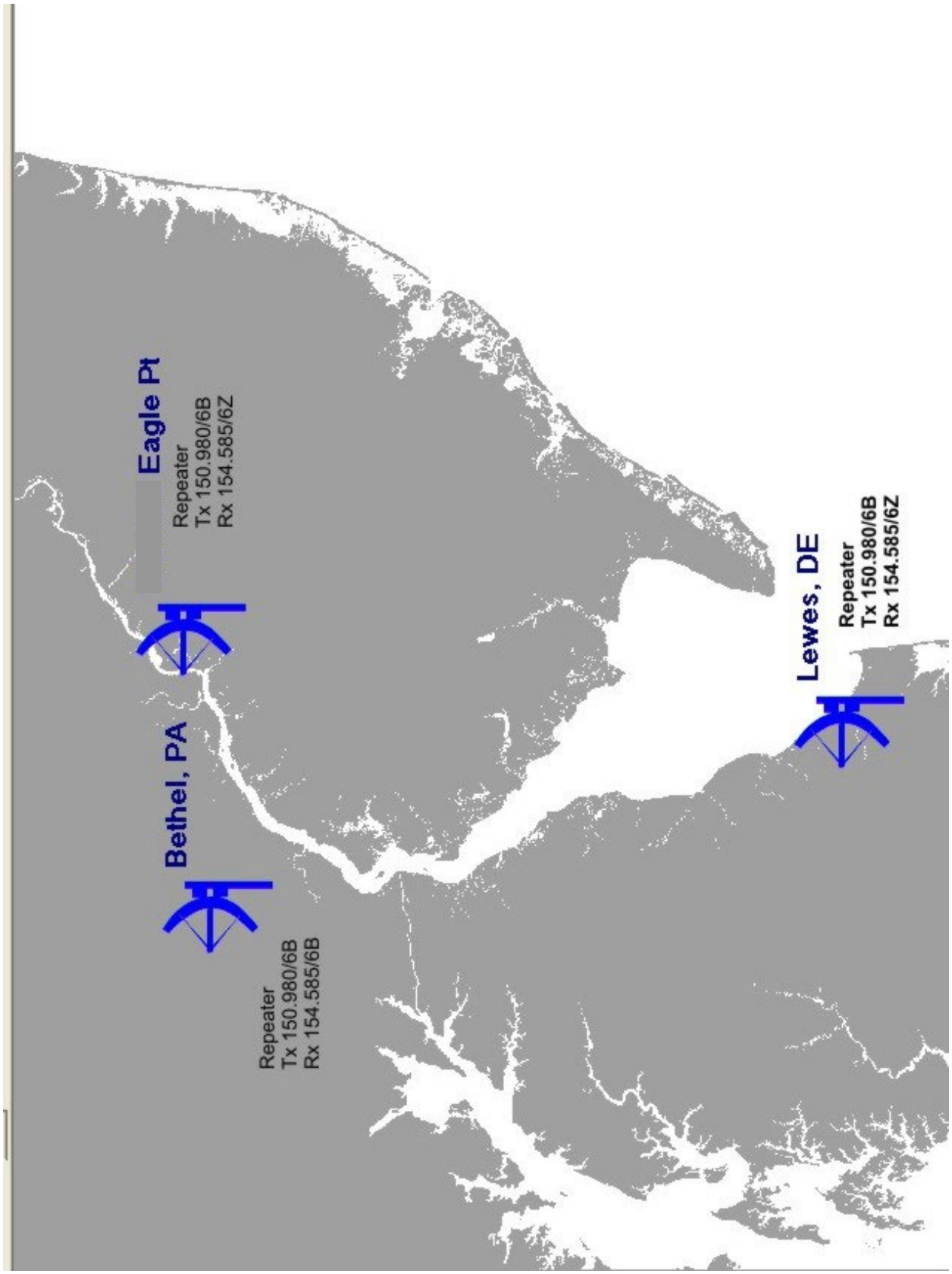
An effective communication system is critical in the management and control of day-to-day operations and during emergency response situations. A communication system is used to direct personnel, vessels, aircraft and vehicles and to receive information regarding status, surveillance, logistical needs or other emergency requirements.

It is essential to have a command and control point from which to direct communications. This may be from a fixed base or a mobile base station. The fixed base or mobile command units must have multiple communication capabilities - i.e., a frequency range covering VHF-FM and marine channels, cellular phone service, and regular landline phone service.

DBRC has an established communications network that links DBRC personnel and its major resources to the Incident Commander and response personnel during spill response activities (Figure below). The system is comprised of three (3) repeater stations located in Bethel, PA; Westville, NJ (Energy Transfer Partners Eagle Point) and Lewes, DE. This network is utilized for important response activity communications using DBRC's portable base station, hand-held portables radios.

All DBRC communications are transmitted and received on FCC licensed VHF spill response channels, 1 or 2, depending on the user's location. All three (3) repeaters transmit on the same frequency. The Energy Transfer Partners (ETP) Eagle Point and the Lewes repeaters both receive on the same frequency since the areas of reception for the two repeaters do not overlap. The Bethel, PA repeater covers the largest area due to its elevation and receives on a different frequency.

Channels 1 (ETP Eagle Point or Lewes repeater) and 2 (Bethel repeater) are restricted to the transmission of critical information related to spill response activities. Channel 3 is a talk-around channel that allows radio users to monitor network communications and to transmit and receive local communications. To transmit a message on the network, the user must switch to channel 1 or 2 according to where the user is located. Channel 4 is for communications with either a NRC or MSRC repeater in the event either organization sets up a repeater during a spill. DBRC has coordinated the use of the oil spill response frequencies with these organizations to provide the best communications possible during a spill. Channel 5 is a talk around channel that will monitor the NRC/MSRC network. Channel 6 is a chatter channel for local off network communications.



DBRC Radio Communication System

DBRC Equipment List

Base Stations: DBRC has fixed base stations located at the Lewes office and the Linwood Facility.

Portable Base Station: One (1) mobile base station is contained in a portable trunk at DBRC's Linwood Facility. The radio is 25 watts and provides full channel coverage. The radio may be operated on either 115-volt AC or 12-volt DC. A small magnetic whip antenna or 200 feet of RG213 cable and an 8 ft. antenna with a tripod base are available.

Hand-Held Portable Radios: Over Thirty (30) hand-held portable radios are available for use during a spill. These are 3 or 5 watt units and provide full channel coverage. Two of the radios are set up for use in helicopters.

Mobile Radios: All DBRC vehicles and boats are equipped with 25 watt mobile radios.

Channels and Frequencies of DBRC Hand Held Radios

Channel	Function	Transmit	Receive
Channel 1	Network Communications from Philadelphia/Lewes areas	154.585/6Z	150.9800/6B
Channel 2	Network Communications from Bethel area (mid-Bay)	154.585/6B	150.9800/6B
Channel 3	DBRC Net Monitor	150.9800/6B	150.9800/6B
Channel 4	NRC/MSRC Repeater	158.445/1A*	159.480/1A*
Channel 5	NRC/MSRC Net Monitor	159.480/1A*	159.480/1A*
Channel 6	Chatter	159.480/6B	159.480/6B

*** 103.5 Hz**

Weather and marine channels are also programmed in the hand held radios

DBRC Equipment List

DBRC Phone and FAX Numbers - DBRC phone numbers are provided below.

The 24 hour emergency phone number is 302 645-7861.

The Lewes phone number serves as both telephone and FAX lines and will detect incoming calls and switch automatically to the appropriate device. However, these dual lines will only detect FAX numbers dialed automatically by the FAX machine. Voice-assisted FAX machines must use the Lewes Facilities' dedicated FAX, the University line.

DBRC Linwood Facility	Phone: 610 859-2830, 2831 or 2832 FAX: 610 859-2834
DBRC Lewes Facility	Phone: 302 645-7861 FAX : 302 645-1565

DBRC Cellular Phones

DBRC has cellular phones which are carried by the following personnel at all times.

President	Bob Poole	302 462-0194 Cell
Operations Manager	Joe Causton	302 462-0195 Cell
Vessel Manager	Scott Bossert	302 462-0193 Cell
Training Coordinator	John Carlin	609-929-2566 Cell
Strategic Advisor	Rich Gaudiosi	302 462-0191 Cell

DISPERSANT APPLICATION EQUIPMENT

DBRC dispersant application equipment includes the following:

Dispersant - DBRC stores 1-Tote with 300 Gallons of Corexit 9500 at Marine Spill Response Corporation in Chesapeake, MD. DBRC inventory and equipment is primarily intended for test application.

Sea Spray II portable dispersant spraying unit - The unit can be mounted on Delaware Bay Launch Service boats or other vessels of opportunity for water dispersant application and is located at Slaughter Beach, DE.

Due to the short window of time in which dispersants can be used after an oil spill, it is recommended that the spiller begin to mobilize the necessary equipment for dispersant application while approval from the U.S. Coast Guard is pending.

Any use of dispersants related to oil spills must be approved by the Coast Guard On-Scene Coordinator (OSC) and other federal and state agencies. This applies to "pre-approved" areas as well as to areas where no pre-approval has been granted. Refer to the Sector Delaware Bay Area Contingency Plan to obtain guidance on policies and protocols for dispersant use in the Delaware Bay. When proper approval to activate DBRC dispersant equipment has been obtained from the Coast Guard OSC, the spiller's representative or Qualified Individual will notify the DBRC President, who will then direct operation of the equipment.

ADDITIONAL EQUIPMENT

Portable Tanks for Recovered Fluid Storage:

Five (5) ILC 400 gallon portable Ziptanks

One (1) 2,500 gallon Fastank

One (1) 2,500 gallon Texatank

One (1) 1321 gallon Ro-Tank 5

One (1) 3000 gallon capacity Canflex Pillow Tank-

DBRC has a letter of commitment with Baker Tanks, Swedesboro, NJ to provide portable tanks in various sizes to a spill site within 12 hours, and a letter of commitment with OSG Ship Management for waterborne temporary storage.

Anchor systems:

Four 5' x 8' containers with a gross weight of 700 lbs each containing 12 complete anchor systems are available. Two (2) are stored at DBRC's Linwood Facility and (2) are stored at Delaware City. Two deep water storage boxes containing 6 complete anchor systems are available and are stored at DBRC's Linwood Facility.

Fire Pump

This is a high volume, high pressure output, skid-mounted 250 GPM at 125 psi fire pump unit powered by a Lombardini diesel engine. This unit may be used for flushing oil from rock and man-made structures and/or herding of oil toward skimmers. The removable accessory box mounted above the pump includes hoses (2 – 2 ½ in suction hoses, 2 - 1 ½ in discharge hoses), Two (2) nozzles, adapters, fittings, fire extinguisher, and tools. Gross Weight is 1,442 lbs.

INCIDENT MANAGEMENT TEAM

24 Hour Emergency Incident Management

Staffing a response with capable and qualified personnel is a key element of any response. The DBRC Network has an extensive list of personnel qualified to fill all ICS positions. Our network includes personnel from a variety of disciplines: retired US Coast Guard, facility operations, and vessel management, and surveying. A key component of our Spill Management Team is Financial Management, and cost control. Hardware and Software are effective tools, but access to qualified people is the key to a successful response. Services DBRC can provide to member companies:

- Incident Management Personnel Resources
- Response Management Tools
- Command Post Infrastructure
- Geographic Information System (GIS)
- Command Staff – IC, Operations, Planning, Logistics, and Finance
- Response Management Tools and Software

DBRC EQUIPMENT RENTAL REQUESTS AND CONDITIONS

Use this Equipment Rate Sheet as a tool to assist in selecting pieces of DBRC equipment and resources needed. It is recommended that the requesting member or non-member select equipment using the descriptions of DBRC equipment and resources presented on DBRC's website, page 16 of this manual, as well as through discussions with DBRC. This Section also includes DBRC equipment rental conditions.

(See page 16 for equipment descriptions and capabilities)

DELAWARE BAY & RIVER COOPERATIVE, INC

2025 RESPONSE RESOURCES

RATE SCHEDULE & CONDITIONS

DELAWARE BAY & RIVER CO-OP
1650 HEWES AVENUE
LINWOOD, PA 19061
(P) 610-859-2830
(F) 610-859-2834

MARINE RESPONSE PERSONNEL

TYPE	RATE	UNIT
President	1685.00	Day
Vessel Manager	1350.00	Day
Operations Manager	1350.00	Day
Response Administrator	110.00	Hour
Response Foreman	100.00	Hour
Response Technician	85.00	Hour
DELRIVER Captain	125.00	Hour
DELRIVER Chief Engineer	125.00	Hour
DELRIVER Mate	105.00	Hour
DELRIVER/DELBAY Deckhands	85.00	Hour
DELBAY Captain	105.00	Hour

PERSONNEL TERMS & CONDITIONS

1. All personnel are billed on a portal-to-portal basis, with a four (4) hour minimum.

2. Salaried employees will be prorated on an eight (8) hour day basis for the first four (4) hours of each day worked. Any time worked beyond four (4) hours will be charged at the full day rate.

3. Hourly employees are subject to the following:

   a) Prior to 07:00 hrs. and/or after 15:30 hrs. except as below: time and one-half.
   b) From 00:00 to 23:59:59 hrs. Saturday: time and one-half.
   c) From 00:00 to 23:59:59 hrs. Sunday & Holidays: double-time.
   d) For the purposes of (c), the following will be considered to be included holidays: New Year's Day, All Presidents Day, Good Friday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Day after Thanksgiving, Christmas Day.

4. Per Diems incurred on User's behalf will be billed at $175 per man per day

SPILL RECOVERY VESSELS

AVAILABLE EQUIPMENT	RATE	UOM
DELRIVER (a)	$15,300	Day
DELBAY (b)	$7,650	Day
DELCREEK	$5,100	Day
Lori Bow Collector on SCHAT Sea Responder (2)	$4,340	Day
American Eagle Barge Unit with Lori Skimmer/s (c)	$4,120	Day
Mon-Ark Twin-Hull Pontoon Boat	$1,225	Day
Zodiac 640 (21 ft., rigid hull inflatable w/twin 90 HP outboards)	$1,020	Day
Jon Boat w/30 HP outboard	$615	Day
Jon Boat w/90 HP outboard	$715	Day
27 ft. Thomas Marine (Aluminum 27' Push Boat)	$1,430	Day
34 ft. SCHAT (34' Sea Responder - 3 Units)	$1,695	Day
32 ft. Aluminum Munson Landing Craft – PEA PATCH ISLAND	$1,990	Day
26 ft. Aluminum Munson Landing Craft – SEAHORSE ISLAND	$1,735	Day
Elastec X30 Grooved Bow Collector on Schat Responder (1)	$4,340	Day
American Eagle Barge Set (40’ Aluminum Barges – 3 Sets)	$3,060	Day
Crane Barge (36' x 16' provided w/crane operator)	$2,040	Day

(a) Requires five (5) permanent crew members and all onboard equipment except oil containment boom which will be billed separately. Operations beyond 12 hours require an additional three (3) crew members (1 Mate, 2 Able Seaman).
(b) Requires one (1) Captain and one (1) Deckhand per 12-hour period and all onboard equipment.
(c) Standby rate is one half of in-use rate.

SPILL RECOVERY EQUIPMENT

AVAILABLE EQUIPMENT	RATE	UOM
DESMI Ocean Skimmer	$3,060	Day
Trans-Vac 500 D Oil Recovery System	$3,035	Day
Manta Heads Only (3)	$80	Day
Walosep W/M Skimmer	$1,225	Day
Komara 12K MRK2 Disk Skimmer (2)	$1,500	Day
Douglas Engineering Skim- Pak System (2)	$305	Day
Skim Heads Only (2)	$50	Day
Elastec TDS 118 Drum Skimmer (4)	$1430	Day
Elastec TDS 136 Drum Skimmer (2)	$1,635	Day
Elastec X30 Grooved Disk Skimmer	$2,040	Day
Lori Mini Disk Brush Skimmer LMS 20 (3)	$715	Day
Lamor/Slickbar Minimax 12 Portable Skimmer (brush) (3)	$715	Day
Lamor Minimax 30 Brush Conveyor Skimmer Hydraulic Pump (2)	$1,635	Day

BOOM

AVAILABLE EQUIPMENT	RATE	UOM
43 in. Expandi 4300 (20" x 23" - 6,600 ft. available)	$10.00	Foot
56 in. Oil Stop Inflatable Ocean (20" x 36" - 1,000 ft. available)	$11.00	Foot
30 in. AFTI (10' X 20" – 2500' available)	$5.00	Foot
27 in. American Marine (9"x18" - 1,000 ft. available)	$5.00	Foot
24" Lamor/Slickbar (8"X16" - 8,000' available)	$3.50	Foot
18 in. Oil Stop (6" x 12" - 18,000 ft. available)	$2.00	Foot
12 in. Oil Stop (6" x 6" - 43,000 ft. available)	$1.75	Foot
20 in. Bottom Seal: Shore Guardian (8" x 12" - 2,050 ft. available)	$4.50	Foot

UP-RIVER BOOM SITES

BOOM SITE	RATE	UOM
Cooper River (2,800 6X6 boom; 12 anchor sets)	$4590	Day
Newton Creek (800' 6X6 boom; 5 anchor sets)	$1410	Day
Big Timber Creek (2500' 6X6 boom; 12 anchor sets)	$4185	Day
Woodbury Creek (2700' 6X6 boom; 11 anchor sets)	$4490	Day
Mantua Creek (800' 6X6 boom; 6 anchor sets)	$1410	Day
Aunt Deb's Ditch (400' 6X12 boom; 2 anchor sets)	$735	Day
Old Canal (600' 6X6 boom; 4 anchor sets	$1040	Day
Raccoon Creek (3,500' 6X6 boom; 18 anchor sets)	$5905	Day
Oldmans Creek (3,200' 6X6 boom; 11 anchor sets)	$5265	Day
Darby Creek (2,400' 6X6 boom; 15 anchor sets)	$4130	Day
Crum Creek (500’ 6X6 boom; 4 anchor sets)	$890	Day
Ridley Creek (700' 6X6 boom; 5 anchor sets)	$1225	Day
Chester Creek (800' 6X6 boom; 5 anchor sets)	$1350	Day
Naaman's Creek (1,200' 6X6 boom; 5 anchor sets)	$1950	Day
Shellpot Creek (800' 6X6 boom; 5 anchor sets)	$1380	Day
Christina River (3,300' 6X6 boom; 13 anchor sets)	$5450	Day
Pea Patch Island (27,500' 6X6 boom; 52 permanent buoys)	$46,155	Day
New Castle (deflection) (3,800' 6X6 boom; 20 anchor sets)	$6425	Day

ANCILARY BOOM EQUIPMENT

AVAILABLE EQUIPMENT	RATE	UOM
Power Flare Boom Lights (100)	$10.20	Day
Container Anchor Systems – 12 Per Container	$365	Day
Container Anchor Systems – Deep Water - 6 Per Container	$225	Day

COMMUNICATIONS EQUIPMENT

AVAILABLE EQUIPMENT	RATE	UOM
Mobile Base Station	$55	Day
Handheld Radio (UHF or VBHS)	$21	Day
Night Sight IR Camera & Recorder	$510	Day

ADDITIONAL RESPONSE EQUIPMENT

AVAILABLE EQUIPMENT	RATE	UOM
F-800 Flat Bed Truck with knuckle boom	$700	Day
Mack Tractor	$700	Day
F-550 4-wheel drive utility truck	$250	Day
F-550 4-wheel drive Stake Truck w/lift gate	$250	Day
F-150 Pickup (3)	$175	Day
SUV with Towing	$175	Day
Generator 5 KW (2)	$155	Day
1-Sea Spray 2 Inshore Vessel Dispersant Spray Unit*	$850	Day
Hotsy pressure washer	$375	Day
ILC 400-gallon portable Ziptanks (5)	$1560	Day
Ro-Tank 5 - 1321-gallon capacity	$320	Day
Fastank - 2500-gallon capacity	$625	Day
Texatank - 2500-gallon capacity	$625	Day
Canflex Pillow Tank-3000-gallon capacity	$675	Day
Electric Golf Cart w/Utility Bed	$110	Day
DOP-160 Hydraulic Pump (2)	$225	Day
Yanmar diesel Trash Pump (3)	$210	Day
2" Homelite Trash Pump (10)	$110	Day
Fire Pump – Lombardini Diesel - 250 GPM @ 125 PSI	$325	Day
Equipment/Response Trailer	$225	Day
Inland Oil Spill Response Trailer	$475	Day
Incident Support Unit (Trailer)	$650	Day
Ready Berm 14W'x45'Lx1'D	$55	Day

*Operated by Delaware Bay Launch Service, user charged at cost plus 15%. DBLS boat is additional and billed at cost plus 15%

EQUIPMENT RENTAL TERMS & CONDITIONS

1. "User" is defined as the party who activates the Delaware Bay & River Cooperative, Inc., and requests deployment of DBRC resources.

2. A day is defined as twenty-four (24) hours or any part thereof.

3. Daily rates will begin upon call out and continue at full daily rates until the equipment is released from cleaning and repair. When equipment is released from a spill, it must be cleaned and placed back in operational condition to DBRC's satisfaction.

Note: Sufficient personnel, either DBRC employees or DBRC trained contracted personnel, will be provided to safely and efficiently operate any equipment requested.

EQUIPMENT (Excluding Boom)

a) Equipment will be billed at 50% of the daily rate during cleaning and repair. Daily rates will continue until the equipment is returned to its point of origin. If the user does not arrange for proper cleaning and/or repair or the cleaning and/or repair is inadequate, the rental rates will return to 100% and DBRC will contract for the proper cleaning and/or repair and bill user at cost plus 15%.

b) Equipment unable to be repaired (or if the costs of repair and cleaning exceeds the replacement and disposal costs) will be replaced by DBRC at cost plus 15%. Rental costs will cease upon the decision for replacement being made by the user. The equipment being replaced becomes the property of the user.

BOOM

a) All DBRC boom will be cleaned and repacked by DBRC's contractor. Boom rental rates will continue until boom enters the cleaning area at which time standby rates will apply. The user must provide a lay down area for cleaning the boom and is responsible for disposing of all wastes generated during cleaning of the boom.

b) Boom rental rates will be charged for up to 40 days for standby and 20 days in use. If boom is used for longer than 20 days, DBRC will replace the boom with new boom and user will have possession of the used boom. If the boom is used less than 20 days, DBRC will have the boom cleaned and repaired and repacked. If the cost to the user to clean and repair plus the rental cost would exceed the 20-day rental cost of the boom, the user may elect to pay a 20-day rental fee and have DBRC replace the boom. If user elects to have DBRC replace the boom, the user must take possession of the old boom and is responsible for any disposal costs. If the user decides to place DBRC boom in his possession into use, all DBRC identification must first be removed.

MISCELLANEOUS COSTS

1. All expendable items: sorbents, rags, cleaning compounds, fuel, etc., will be charged to user at cost plus 15%.

3. All incidental expenses: lodgings, food, parking fees, telephone, etc., will be charged to user at cost plus 15%.

3. Food for personnel on the OSRV's DELBAY and DELRIVER will be charged at the rate of $35.00 per person per day.

4. An insurance surcharge of $25.00 per person per day will be charged for all DBRC and DBRC's subcontractor personnel operating DBRC equipment on the water.

5. Disposal of recovered oil, oiled sorbents and other materials associated with the spill response and cleaning of the DBRC equipment will be the responsibility of the user.

6. DBRC boom to be deployed at pre-planned boom sites (18 sites as of 01/17/25) will be deployed by member companies' emergency response teams or by DBRC's contractor. The contractor to tend the boom after initial deployment will be contracted by DBRC. Member company response personnel will be billed at $75 per hour and all contractor expenses will be billed at DBRC cost plus 15%. Member company equipment used in spill response will be billed at the same rates as comparable DBRC equipment. The 18 pre-planned sites are: Cooper River, Newton Creek, Big Timber Creek, Woodbury Creek, Mantua Creek, Aunt Debs Ditch, Old Canal, Raccoon Creek, Oldmans Creek, Darby Creek, Crum Creek, Ridley Creek, Chester Creek, Naaman's Creek, Shellpot Creek, Christina River, Pea Patch Island and New Castle.

9. All contractors employed by DBRC during a spill response will be billed at DBRC cost plus 15%.

10. Any services necessary for a DBRC response will be billed at DBRC cost plus 15%.

11. A $50.00/day charge for personnel protective equipment (PPE) will be charged for each DBRC person involved in spill response.

12. A hull insurance surcharge for DBRC vessels will be charged according to the following schedule:

Equipment	Surcharge $/day
DELRIVER	$45.00
DELBAY	$45.00
DELCREEK	$45.00
34 ft. Schat Sea Responders	$15.50
Pontoon Boats	$15.50
32 ft. Aluminum Munson Landing Craft	$15.50
26 ft. Aluminum Munson Landing Craft	$15.50
Rigid Hull Inflatable (Zodiac) Boats	$15.50
American Eagle Barge (each section)	$15.50
36 ft. steel spud/crane barge	$15.50
Thomas Marine 27 ft. Aluminum Boat	$15.50
Monark Workboat	$15.50
Aluminum Jon Boat	$15.50

PAYMENT TERMS

All spill responses will be invoiced payable net 30 days. A finance charge of 1 1/2% per month, which is an annual percentage rate of 18%, will be charged on all past due accounts.

DBRC's published rates will not be discounted.

INCIDENT MANAGEMENT TEAM SERVICES (MEMBERS ONLY)

TYPE	RATE	UNIT
Incident Commander	1800.00	Day
ICS Section Chief	1500.00	Day
ICS Section Deputy	1200.00	Day
Senior Analyst/Technician	1000.00	Day
Analyst/Technician 1	800.00	Day
Analyst/Technician 2	650.00	Day
Field Administrator	110.00	Hour
Administrative Assistant	50.00	Hour
Runner / Clerical	40.00	Hour

DBRC and all members have a license to use the IAP Software developed by TRG.

Incident Action Plan (IAP) is a fully NIMS-compliant software package that has been developed over the years to become an all-encompassing tool for incident management. By using the Incident Command System (ICS) process, IAP Software™ manages and conveniently organizes the entirety of an incident response from the necessary resources (personnel & equipment) to the finances and logistics.

DBRC employees and response network personnel will operate the system for members if desired, and assist with setup and maintenance of the database.

MEMBER SERVICES (MEMBERS ONLY)

Delaware Bay & River Cooperative, Inc. (DBRC) is pleased to submit the following cost outline to perform safety and maintenance inspections on your response boats, trailers, and outboard engines. DBRC conducts two (2) quarterly inspections and one (1) yearly inspection on member's response boats and trailers. DBRC will also perform repairs and maintenance of skimmers, oil boom, and ancillary equipment on the facility and around the docks. This includes troubleshooting and retrofitting services on all of the above-mentioned equipment. We also have the US Coast Guard Auxiliary conduct their vessel examination on member boats each year around the March timeframe.

LABOR RATE	RATE	UNIT
President	120.00	Hour
Operations Manager	95.00	Hour
Vessel Manager	95.00	Hour
Training Coordinator	95.00	Hour
DELBAY Captain	80.00	Hour
Response Foreman	67.00	Hour
Response Technicians	57.00	Hour
Instructor	95.00	Hour
EQUIPMENT RATE		
Work Trucks	95.00	Day

Any required parts and replacements or portions of the job subcontracted will be invoiced at cost plus 15%.

All invoices will be subject to a 15% administration fee