



Northwest Division

Anacortes Spur

Reference to: NWACP Geographical Response Plan

Reference the Entire Document as soon as possible to consult with Agency Responders. The full document can be found at:
<http://www.ecy.wa.gov/programs/spills/preparedness/GRP/Introduction/introduction.htm>

Map Key



Mile Post Markers (BNSF)



Geographic Response Plans (GRPs)



Creek/Slough/River Crossing



Creek/Slough/River/Bay Crossing and Adjacent



Creek/Slough/River Adjacent



Bay/Sound Adjacent



Lake Adjacent



Area of detail (red dashed rectangles)

Anacortes Spur GRP Links

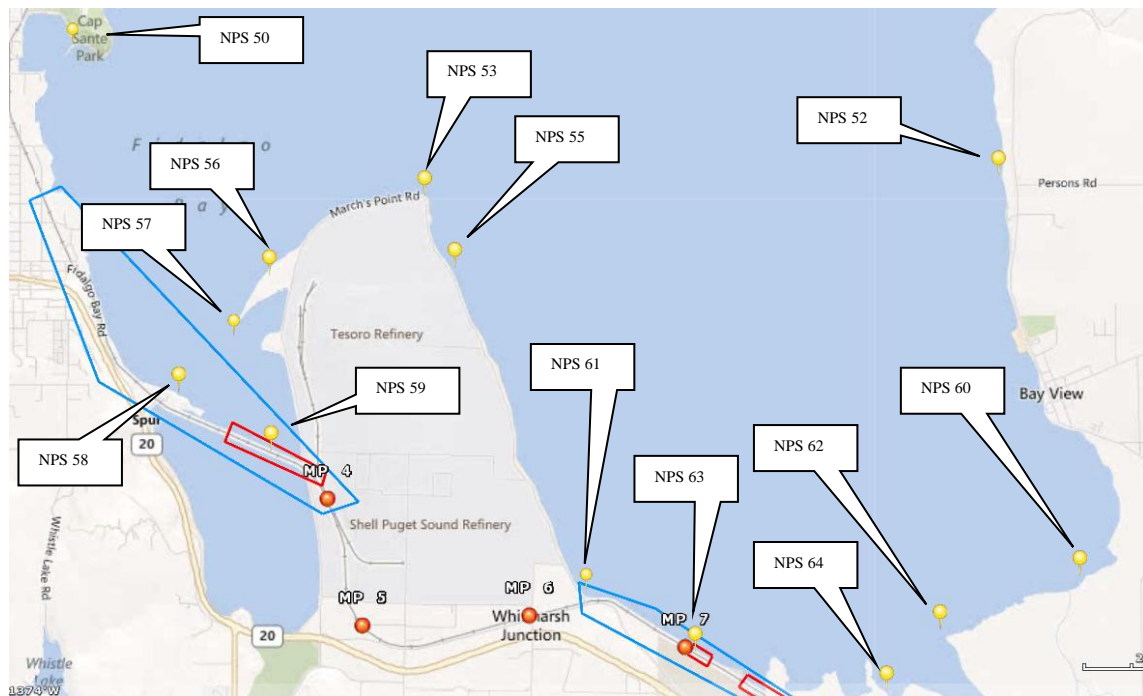
MP 16 - MP 00: North Puget Sound (NPS) GRPs

MP 16 – MP 00: North Central Puget Sound (NC) GRPs

<http://www.ecy.wa.gov/programs/spills/preparedness/GRP/Introduction/introduction.htm>

Anacortes Spur MP 00-07





See table below and on following page for GRP description

Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation
NPS-50	Cap Sante Park N 48° 30.692' W 122° 36.197' map page 4-24 Chart #: 18427	Exclusion, collection - Keep oil from moving north into Guemes Channel, and prevent oil from entering marina.	1600ft B2 - Contractor Boom	Deploy boom as an open chevron to allow for vessel traffic from marina. Adjust anchor points and angle based on real time conditions. If possible, legs of chevron to be adjusted to collect oil on beach.
NPS-52	N of Bayview SP, Sullivan Minor saltmarsh N 48° 30.168' W 122° 29.051' map page 4-27 Chart #: 18427	Exclusion -Keep oil out of salt marsh. (Extremely time consuming strategy without HELO support.)	2800ft B2 - Contractor Boom	Access without HELO support very limited. Deploy boom along the length of the Sullivan Minor salt marsh, can use piling for attachment and support. Area is shallow and becomes a mudflat at low tide. Contact immediately or before entering: Contact Info., Padilla Bay National Estuarine Research Reserve, (W) 360 428-1558, Padilla Bay National Estuarine Research Reserve
NPS-53	NE Corner March Point N 48° 30.095' W 122° 33.553' map page 4-24 Chart #: 18427	Collection, deflection - Prevent oil from moving around March Point to the east and south. If oil is present can collect with vac truck from road.	1500ft B2 - Contractor Boom	Deploy boom at an angle from the tip of March Point to collect oil moving along the beach from the west. Extend boom to 1500' if it will improve collection efficiency and the currents allow it. Can use concrete blocks and metal post near road for anchor. Contact immediately or before entering: Contact Info., Tesoro Refinery, (W) 360 293 9119, Tesoro Refinery

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Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation
NPS-55	NE Shoreline of March Point N 48° 29.674' W 122° 33.251' map page 4-24 Chart #: 18427	Exclusion - Keep oil off near shore area and beach.	2000ft B2 - Contractor Boom	Starting about 1000 ft south of the small private boat ramp on the NE corner of March Point, deploy the boom along the shoreline 100-300 feet off the beach in a southerly direction, and bring the south end back in and anchor on the beach. Add boom as it becomes available and time allows. Contact immediately or before entering: Contact Info., Tesoro Refinery, 9W) 360 293 9119, Tesoro Refinery
NPS-56	March Pt, Tidal Lagoon N of Crandall Spit N 48° 29.665' W 122° 34.693' map page 4-24 Chart #: 18427	Exclusion - Keep oil out of tidal lagoon.	200ft B2 - Contractor Boom	Deploy boom across the entrance to the lagoon on the north shore of Crandall Spit. Can be deployed from land. Contact immediately or before entering: Shell Refinery, Shell Refinery, (W) 360-293-1745, (H) 360-293-1707
NPS-57	March PT., Crandall Spit N 48° 29.312' W 122° 34.802' map page 4-24 Chart #: 18427	Exclusion - Keep oil out of cove between Crandall Spit and "Shell Campground." "	1400ft B2 - Contractor Boom	Requires a +a 5 rising tide. Anchor with stakes at SE end of the spit, angle boom across to "Shell Campground", anchor at "Shell Campground" with stakes. Place additional anchors along boom as real-time conditions require. Contact immediately or before entering: Shell Refinery, Shell Refinery, (W) 360-293-1745, (H) 360-293-1707
NPS-58	Fidalgo Bay, Weaverling Spit N 48° 29.045' W 122° 35.379' map page 4-24 Chart #: 18427	Exclusion - Keep oil away from Weaverling Spit.	4000ft B2 - Contractor Boom	Deploy boom in a chevron configuration with a 1000' leg from the railroad causeway to the tip of Weaverling Spit, and a 3000' leg from the tip of the spit to the beach near Highway 20. Contact immediately or before entering: Woodward Christine, Samish Indian Nation, (H) 360-661-6336, Samish Indian Nation

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Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation
NPS-59	Causeway Across Fidalgo Bay N 48° 28.787' W 122° 34.608' map page 4-24 Chart #: 18427	Exclusion, containment -Spill north of the trestle - Prevent oil from entering south Fidalgo Bay. Spill south of trestle - Keep oil in cove.	2300ft B2 - Contractor Boom	Deploy boom in a chevron configuration across the causeway opening. Adjust angle based on spill origin and currents. Recommend double anchors also use the railroad trestle and pilings in mid-channel. The tidal current is extremely strong in this area. Anchor boom on both sides to prevent boom damage. Avoid anchoring boom near the submerged wreck along the eastern shore. This area is extremely shallow and becomes mud flat at low tide. Contact immediately or before entering: Shell Refinery, Shell Refinery, (W) 360-293-1745, (H) 360-293 - 1707 Woodward Christine, Samish Indian Nation, (H) 360-6616336, Samish Indian Nation
NPS-60	Indian Slough (S end of Padilla Bay) N 48° 28.027' W 122° 28.619' map page 4-27 Chart #: 18427	Exclusion -Keep oil out of slough and side channel.	1600ft B2 - Contractor Boom	Deploy boom in a chevron configuration with apex pointing north. Deploy 400' for the west leg from the west side of the slough entrance directly north to the east end of Dike Island and to the apex anchor point in the main channel.
NPS-61	Salt Marsh SE Side March Point N 48° 28.013' W 122° 32.203' map page 4-24 Chart # 18427	Exclusion -Keep oil out of marsh.	25ft Sorbent Boom	Use 4X4 sheet of plywood and sorbents to block culvert. Emergency HPA required. Can deploy from road, no need for boat. Contact immediately or before entering: WDFW Emergency Hydraulic Project Approval, (M) 360-5348233, 24-hour pager number. Responders must receive Emergency HPA from the WDFW prior to using culvert blocks and underflow dams.
NPS-62	Telegraph Slough, W end of Dike Island N 48° 27.792' W 122° 29.471' map page 4-27 Chart #: 18427	Exclusion -Keep oil out of area behind Dike Island	500ft B2 - Contractor Boom	Deploy boom across western opening between Dike Island and the mainland. Area is shallow and becomes a mudflat at low tide.
NPS-63	Rail Road Trestle, Whitmarsh Junction N 48° 27.730' W 122° 31.347' map page 4-27 Chart #: 18427	Exclusion -Keep oil out of the marsh.	200ft B2 - Contractor Boom	NOTE: Heavy tidal influence -need +7 tide to set anchor at apex. Deploy boom in chevron configuration in front of gap in railroad trestle to lagoon. Anchor to railroad trestle. Flow through gap may be significant during tidal exchanges. Will need a small workboat to set the anchor at the apex of the chevron. (Terasen has small boom and an ATV which could be used.)
NPS-64	Telegraph Slough (S end of Padilla Bay) N 48° 27.685' W 122° 29.670' map page 4-27 Chart #: 18427	Exclusion -Keep oil out of slough.	2600ft B2 - Contractor Boom	Deploy two 1300' legs of boom to form a chevron with the apex facing northwest. Area is shallow and becomes a mudflat at low tide. You will need a shallow draft boat and chest waders, recommend a tide between +4 and +6. Extreme tidal influence on both current and depth.

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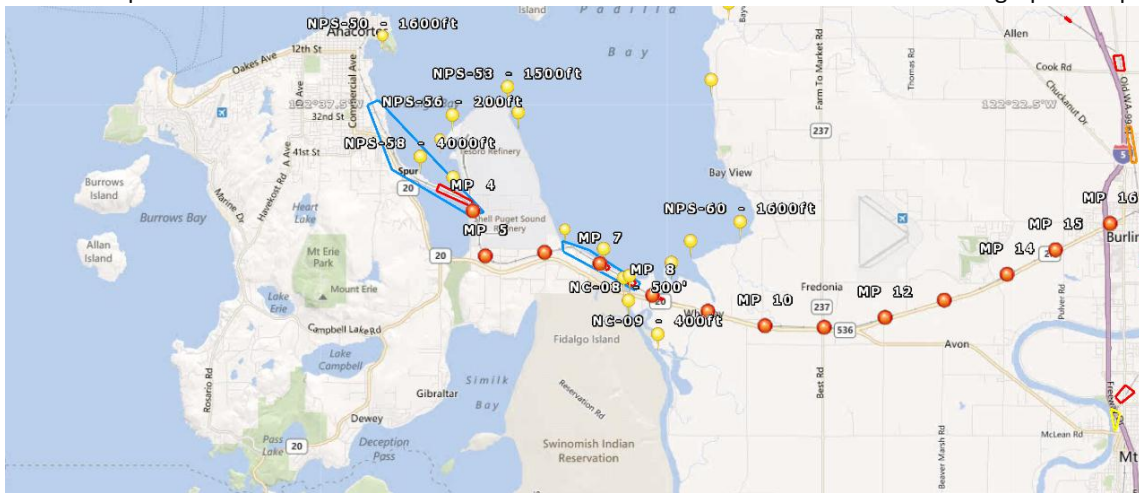


See table on following page for GRP description

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Strategy	Location	Response Strategy	Length of Boom	Strategy Implementation
NPS-64	Telegraph Slough (S end of Padilla Bay) N 48° 27.685' W 122° 29.670' map page 4-27 Chart #: 18427	Exclusion -Keep oil out of slough.	2600ft B2 - Contractor Boom	Deploy two 1300' legs of boom to form a chevron with the apex facing northwest. Area is shallow and becomes a mudflat at low tide. You will need a shallow draft boat and chest waders, recommend a tide between +4 and +6. Extreme tidal influence on both current and depth.
NPS-65	Swinomish Channel (under Highway 20 bridge) N 48° 27.365' W 122° 30.824' map page 4-27 Chart #: 18427	Collection, deflection - Keep oil from moving into the Swinomish Channel.	2000ft B2 - Contractor Boom	Deploy boom on E side of the channel N of Highway 20 bridge to deflect the oil moving into the channel to collection sites along the shoreline. Area is vac truck accessible. Adjust length and angle based on real-time conditions. Extreme tidal influence on both current and depth.
NPS-66	Swinomish Channel (under Highway 20 bridge) N 48° 27.335' W 122° 30.919' map page 4-27 Chart #: 18427	Collection, deflection - Keep oil from moving into the Swinomish Channel.	2000ft B2 - Contractor Boom	Deploy boom on west side of the channel under the Highway 20 bridge to deflect the oil moving into the channel to collection site along the shoreline. Vac truck accessible. Extreme tidal influence on both current and depth.
NC-8	Pocket on west side of Swinomish Channel (previously NPS-59) SKA0596 48°-26.935'N 122°-30.810'W	Deflection/ Collection - Keep oil from moving into the Swinomish Channel.	500'	Deploy 500' of boom at the small pocket on the west shore of the channel south of the Highway 20 bridge to deflect the oil into a natural collection area.
NC-9	Swinomish Channel (East side, connection to Higgins Slough and the south end of Telegraph Slough) SKA0599 48°-26.475'N 122°-30.235'W	Exclusion - Keep oil out of the entrance to the sloughs.	400'	Deploy boom across the entrance to the sloughs to protect the tidal marsh at the entrance. Connection to the sloughs is through culverts or tide gates inside the marsh area.

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Spur Overview – see previous maps for more detail