

**Water Column Injury Ephemeral Data Collections:
Cruise 2: Surface Water Sampling Plan
Deepwater Horizon Oil Spill (DWHOS)
May 21, 2010
AMMENDED: May 29, 2010**

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Reviewed by: William Graeber (Entrix)
Revised by: Laura Riege (Entrix)/ Bob Mulcahy (CSA)

Proposed Cruise dates: May 21, 2010 – May 28, 2010
Revised Cruise dates: May 21, 2010 – June 1, 2010

On Tuesday May 25, 2010, the Jack Fitz experienced a mechanical issue with the DP (dynamic positioning) unit that holds the vessel in stationary position while on station. The captain of the Jack Fitz had a justifiable safety concern for not wanting to deploy the TMS or other over-the-side instrument packages without the DP to hold station due to the heavy boat traffic and for liability issues. The Jack Fitz returned to Port Fourchon on the morning of Wednesday May 26, 2010 for repairs. Entrix and NOAA personnel (custody officers) transported samples in coolers via personal vehicles to the Houma Command Center for shipment to laboratories to meet the sample holding time requirements. While in port, the Jack Fitz was equipped with a Turner C3 fluorometer equipped with 600-800 nanometer filters which is capable of detecting crude oil and chlorophyll A. All repairs were completed by 17:00 Wednesday, and the Jack Fitz returned to its previous station at the 2 kilometer location on Thursday morning. BP Simops was notified of the change of schedule and study plan and Mr. Frank Johnson, Operations Manager for CSA, participates in the daily Simops briefings.

The unanticipated return to port resulted in an interruption of the scientific schedule and sampling program. The Lead Scientist, Dr. Jim Payne, requested that the cruise be extended by four days. The Jack Fitz is due back at Port Fourchon on the morning of June 1, 2010. The ship will be met by Entrix and NOAA chain of custody officers and a refrigerator truck to assure proper sample transfer to the lab.

Equipment/Personnel needs:

There were no changes to crew or personnel. Additional water sample bottles (16 4-L amber glass) were retrieved from the Houma Command Center by Entrix crewman John Mayhut on Wednesday May 26, 2010 and delivered to the Jack Fitz.

As noted above, the Turner C3 fluorometer also was delivered on Wednesday May 26, 2010.

Estimated Costs:

The following costs are anticipated for the additional four cruise days:

Amendment Costs	Days	Day Rate	Total
Vessel Costs	4	\$ 32,857	\$ 131,428
Approved Day Rate			
Misc Costs Sample Handling	1	\$ 5,000	\$ 5,000
Truck and Labor sample pick up			
Additional Misc Costs			
NOAA (Additional Labor)	4	\$ 9,286	\$ 37,144
		Total	\$173,572

Vessel:

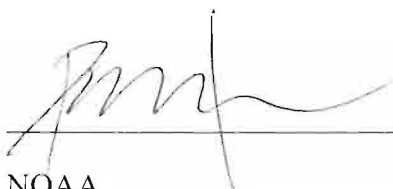
All operations will be completed on the M/V Jack Fitz operated by Coastal Marine Logistics out of Golden Meadow, LA. This vessel has been chartered by CSA International, Inc. It is based in Golden Meadow, LA.

Safety Plan:

A full operations and safety plan was included in the original study plan. There are no changes to the safety plan beyond the amendment to the cruise dates.

Approvals

Approval of this work plan is for the purposes of obtaining data for the Natural Resource Damage Assessment. Parties each reserve its right to produce its own independent interpretation and analysis of any data collected pursuant to this work plan.



 NOAA

5/31/10

 Date



 Entrix

May 31, 2010

 Date