

**PLEASE COMPLETE THIS FORM FOR EACH NONTANK VESSEL THAT WILL CALL A PORT OR PLACE IN THE STATE OF ALASKA AND RETURN IT TO: [alaska@wittobriens.com](mailto:alaska@wittobriens.com)**

*Do NOT write by hand, this is an adobe fillable form and should be completed electronically.*

If you would like Witt O'Brien's to enroll/register vessels with the State of Alaska for coverage on your behalf, please note:

- Alaska regulations require at a minimum 5 days for review and approval of a plan and 15 days for issuance of an AK COFR
- An Alaska ODPCP and AK COFR are **ONLY** required for vessels operating in Alaska State waters (0-3nm)
- Vessels calling Kivalina (Red Dog) do **NOT** operate in AK waters and therefore do **NOT** require an AK Plan or AK COFR
- Do **NOT** complete this form for **TANK** vessels calling/operating in AK waters or transiting the WAK/SEAK COTP Zones. If this is the case please contact us immediately at [inquiry@wittobriens.com](mailto:inquiry@wittobriens.com).

**SELECT THE REQUESTED ALASKA SERVICES BELOW:**

AK NT Streamlined Oil Discharge Prevention & Contingency Plan (ODPCP)		AK COFR	
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Do you currently have a **valid** Federal (USCG) Nontank Vessel Response Plan authorized for operations in Alaska: Yes  No

*This can be verified on the Interim Operating Authorization (IOA) issued by the USCG which must list WAK and/or SEAK as authorized*

**Plan Holder Information:**

**Physical Address – full style; please include street address, PO Box, City, State, Country and Postal Code**

**Primary Point of Contact:**

**Phone:**

**Emergency #:**

**Email:**

**Owner Information – full style; include company name, street address, PO Box, City, State, Country and Postal Code**

Same as Plan Holder – Leave Blank

**Primary Point of Contact:**

**Phone:**

**Emergency #:**

**Email:**

**Operator Information** – full style; include company name, street address, PO Box, City, State, Country and Postal Code

Same as Plan Holder – Leave Blank

**Primary Point of Contact:**

**Phone:**

**Emergency #:**

**Email:**

**AK COFR** – check whether vessel has an existing AK COFR;

**Provided current copy of the COE**

If Yes  AK COFR Number:

If No  File Under: Owner  Operator

Type of Company: Sole Proprietor  Corporation  Partnership

Date Formed:

Country:

Sub of Parent:  No

If Yes  then Type of Company: Sole Proprietor  Corporation  Partnership

Parent Company Name:

Has filed Bankruptcy:  No

If Yes  then date:

**Alaska Regions of Operation:**

**Vessel Type / Classification:**

1 – Southeast  - SEAK  
 2 – Prince William Sound  - WAK  
 3 – Cook Inlet  - WAK  
 4 – Kodiak  - WAK  
 5 – Aleutians  - WAK  
 6 – Bristol Bay  - WAK  
 7 – Nwwestern AK  - WAK  
 8 – NW Artic  - WAK  
 9 – North Slope  - WAK

BULK Bulk Cargo   
 CABL Cable Layer/Repair   
 CONT Container   
 FISH Fishing   
 PASS Passenger   
 REEF Reefer   
 MISC Other

**Vessel Information** – Please complete this section for **each** vessel

Vessel Name:

Qualified Individual: Witt O'Brien's  Other

Date of Entry (AK waters):

Port Name:

P & I Club:

IMO #:

Official #:

Call Sign:

GRT:

Registry:

Length Overall:  Ft  Meters

Beam:  Ft  Meters

Draft:  Ft  Meters

<b>Fuel Volume – Maximum fuel capacity</b>		Unit of Measure: <input type="checkbox"/> M3 <input type="checkbox"/> Bbls	
Persistent:	Non-Persistent:	Total:	
Predominant fuel:	<input type="checkbox"/> Persistent – Marine Diesel (non-US grade), Gasoil (US grade), IFO 180, IFO 380 and Bunker C		
	<input type="checkbox"/> Non-Persistent – No. 2 and Marine Diesel (US grade), Gasoil (non-US grade)		
RPS Volume: <i>15% of the Total Maximum Fuel Capacity</i>	<input type="checkbox"/> M3 <input type="checkbox"/> Bbls	Lube Oil Capacity:	<input type="checkbox"/> M3 <input type="checkbox"/> Bbls

**Additional Instructions – a description or diagram or each covered vessel for reference in conducting emergency response operations**

<input type="checkbox"/> Vessel Diagram as described below included...	<input type="checkbox"/> Vessel Sketch – only if the diagrams are illegible
the location, size, and storage capacity of each oil storage tank;	The application must include an engineering or survey-based general arrangement, capacity plan, or similar diagram of the vessel, even if its legibility is poor.
the type of oil carried in each tank	Sketch must be readable and realistically proportioned. Showing all major fuel tanks and the cluster of smaller tanks at the stern of most vessels at a readable scale may require a large drawing. The larger the drawing, the more difficult it is to send a legible copy by fax. It may be easier to submit two sketches, one for the larger tanks and a second for the cluster of smaller tanks. Two scales can be used, keeping the size of the document down, yet allowing the reviewer and potential spill responder the ability to determine where tanks are located.
any other information that a responder may need to know in an emergency	Sketches need to include frame numbers or other suitable graphical references so that the tanks on the sketch can be located on the vessel diagram.  A legible tank capacity table must be included unless the volume and type of fuel in each tank is labeled on the sketch.

**Note:** Special attention must be given to your vessel diagram's quality. The diagram must clearly show the location of each bunker tank, lube tank and other tanks like oily bilge, LO settling tanks etc. A separate set of tank tables detailing each tank with capacities in metric cubic tons is also necessary. Some may call this a "General Arrangement Diagram" or "Tank Arrangement".

**Vessel Schematics – full style; please include company name, street address, PO Box, City, State, Country and Postal Code**

<input type="checkbox"/> Leave Blank if Diagrams/Sketches are Provided	
<b>Primary Point of Contact:</b>	
<b>Phone:</b>	<b>Emergency #:</b>
<b>Email:</b>	