

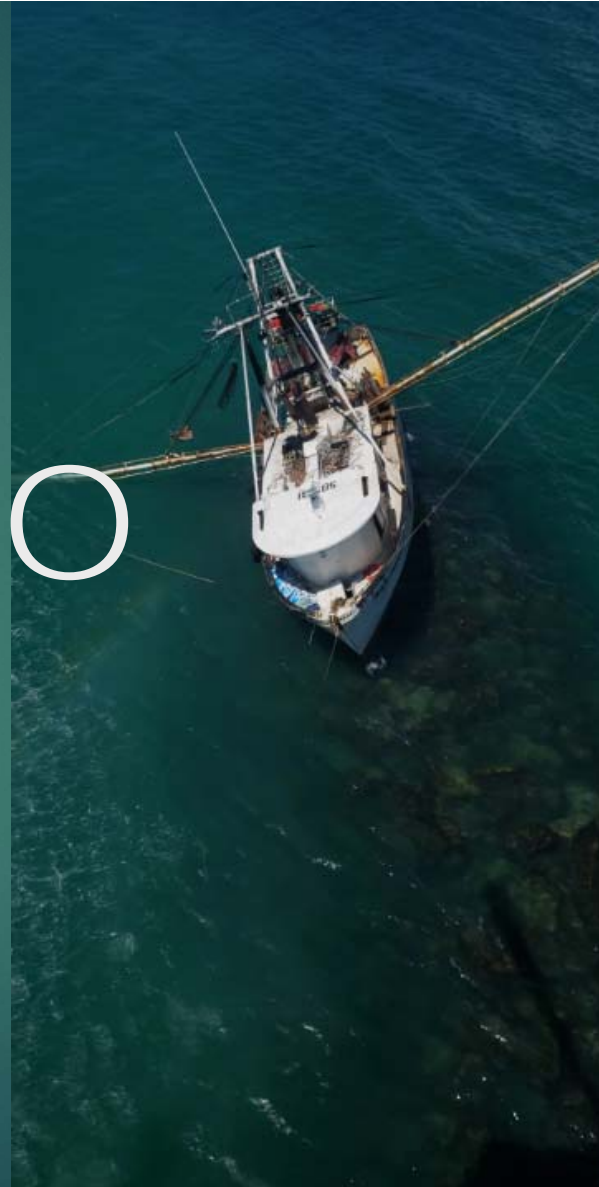
F/V SAN DIEGO

SECTOR KEY WEST

POLLUTION MITIGATION CASE REVIEW

LT QUENTIN LONG

(INCIDENT MGMT. DIV CHIEF)



Timeline of Events

- ▶ **02 OCT 2018:**

- ▶ **0845L:** SKW SCC received information (CH.16) of an aground shrimp vessel at entrance of NW Channel jetty of KW.

- ▶ **Active Search & Rescue** – Distress Phase

- ▶ Cause: Electronic Navigation issue & missed channel

- ▶ Engine compartment completely flooded

- ▶ **04 Persons on Board**

- ▶ Urgent Marine Info Broadcast & STA KW CG45654 launched

- ▶ Air Asset also provided **overflight**



Timeline of Events Continued

- ▶ Duty Pollution Responder Briefed
 - ▶ Requested **drift model from NOAA SSC**
 - ▶ **National Response Center** Notified
 - ▶ **IMD Established Battle Rhythm with D7 DRG/RRT IV**
- ▶ CAPT of F/V San Diego reported vessel is listing on rocks.
- ▶ **0910:** CG45654 Arrived on scene and embarked all 04 passengers for shore side transport.
- ▶ **1109: Case Closed for SAR.**

Timeline of Events Continued

- ▶ **0936:** NOAA SSC provided fate & trajectory model
- ▶ **0950:** 60+ FT F/V w/ **3,000 gal potential**
- ▶ **1035:** Translator assistance for communication to RP/
Owner
 - ▶ **Vessel departed LPOC with over 3,000 gals**
 - ▶ **No Insurance**
 - ▶ **"Not financially capable to mitigate pollution"**
- ▶ FOSC Briefed

Timeline of Events Continued

- ▶ **1050:** FOSC authorized **"Notice of Federal Assumption"**
- ▶ **1108L:** **Federal Project Number** opened for F/V SAN DIEGO
 - ▶ National Response Corporation identified as contractor
 - ▶ Subcontract w/ Tow Boat U.S
- ▶ **1256:** **Resources at Risk** Identified, **State SSC**
- ▶ **1430:** Duty PR team & contractors arrived on scene to assess pollution.
 - ▶ Vessel reported stable w/ no sheen
 - ▶ Equipment needed to be staged
 - ▶ Weather not ideal
 - ▶ Situation not conducive for containment boom deployment
- ▶ **1500:** Decision to return next morning for fuel recovery operation

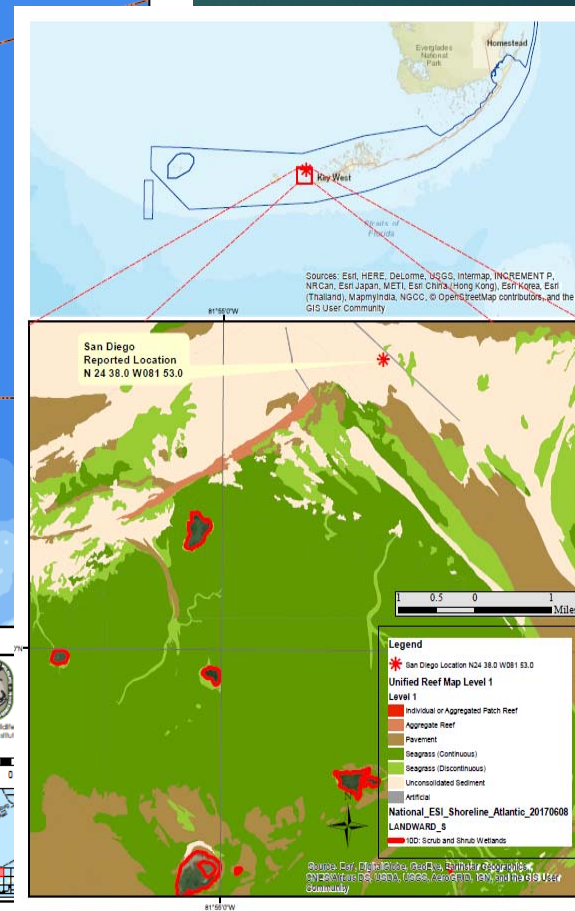
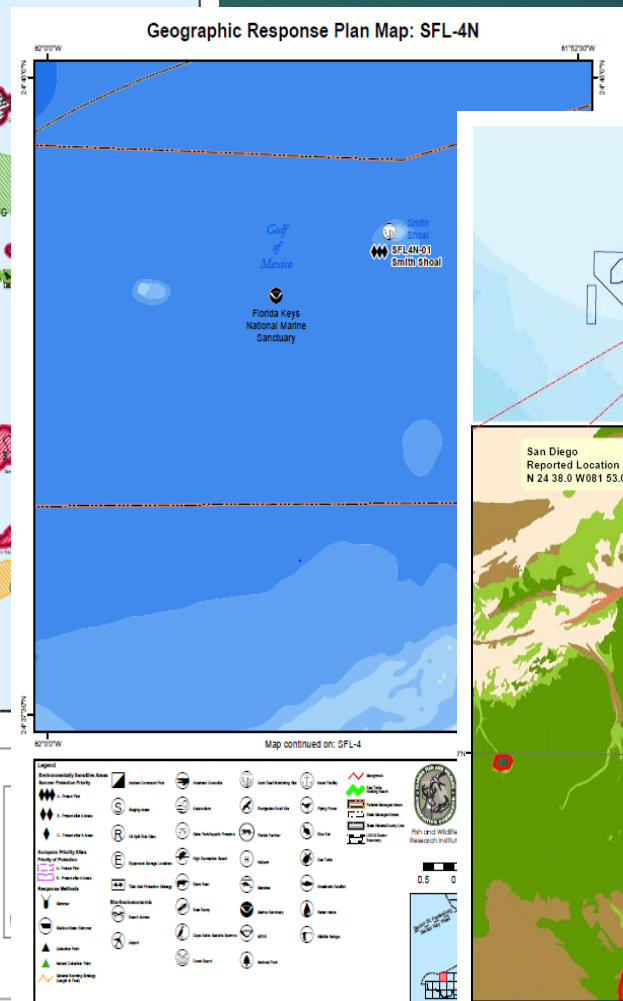
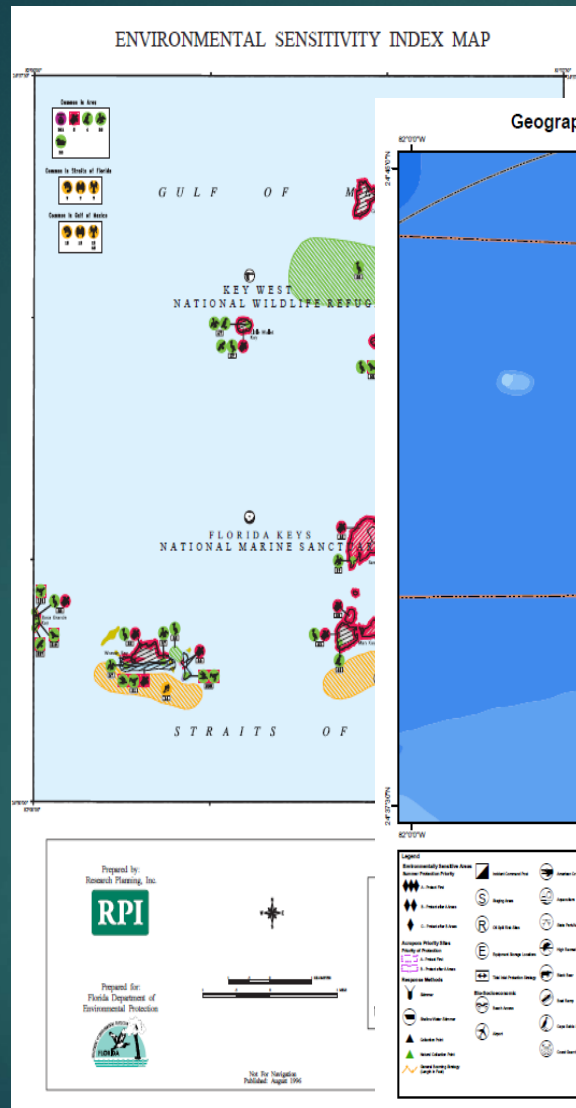




Timeline of Events Continued

Day 1 Wins

- ▶ Area Committee & Florida Keys National Marine Sanctuary Notified
- ▶ D7 DRG/RRT IV Notified
- ▶ National Response Center Notified
- ▶ SSC (State & Federal) Notified
- ▶ Resources at Risk Identified
- ▶ **Weather Spot Reports Commenced by National Weather Service**
- ▶ Drift Model Complete
- ▶ Contractor Identified w/ Game Plan in Place
- ▶ Battle Rhythm for notifications established
- ▶ Overflight and surface asset on Scene





Trajectory and Fate Estimates

- A 3000 gallon diesel spill at this location is unlikely to persist long enough to result in visible shoreline impacts due to high evaporation and dispersion rates of diesel.
- If all the fuel is released at once, rainbow and silver sheens will be visible on the water surface tending westward from the vessel location and extending 1-2 miles depending on sea state when the release occurs. These sheens are unlikely to persist > 12 hours.
- If the fuel is released slowly, smaller sheens may be visible in the vicinity of the vessel throughout the duration of the release.



National Oceanic and Atmospheric Administration NATIONAL WEATHER SERVICE

Marine Weather Spot Forecast for
USCG, NOAA, USFWS, FWC, Monroe County to support F/V San Diego
response (24.633 N, 81.883 W).

DATE AND TIME ISSUED: Wednesday, 3 October 2018, 0745 EDT

WATCHES, WARNINGS, ADVISORIES: None.

WEATHER SYNOPSIS: East northeast to east breezes will prevail over the next couple of days, blowing "fresh" (Beaufort Force 5). Scattered rain showers will move quickly westward. Winds will increase slightly this weekend. Thunderstorm coverage will remain isolated.

NOTES: -- The "SEAS" below refer to the "significant wave height" (average of highest one third of waves). Individual waves may be up to 2X the significant wave height. -- The "LIGHTNING RISK" refers to the probability of a lightning strike within 25 nautical miles.

Wednesday, 3 October 2018, 0600-1800 EDT:

WIND: ENE 15-18 knots, gusting to 20 knots.

SEAS: ~2 feet.

WEATHER: Mostly clear with isolated showers (20% chance of rain); isolated thunderstorms.

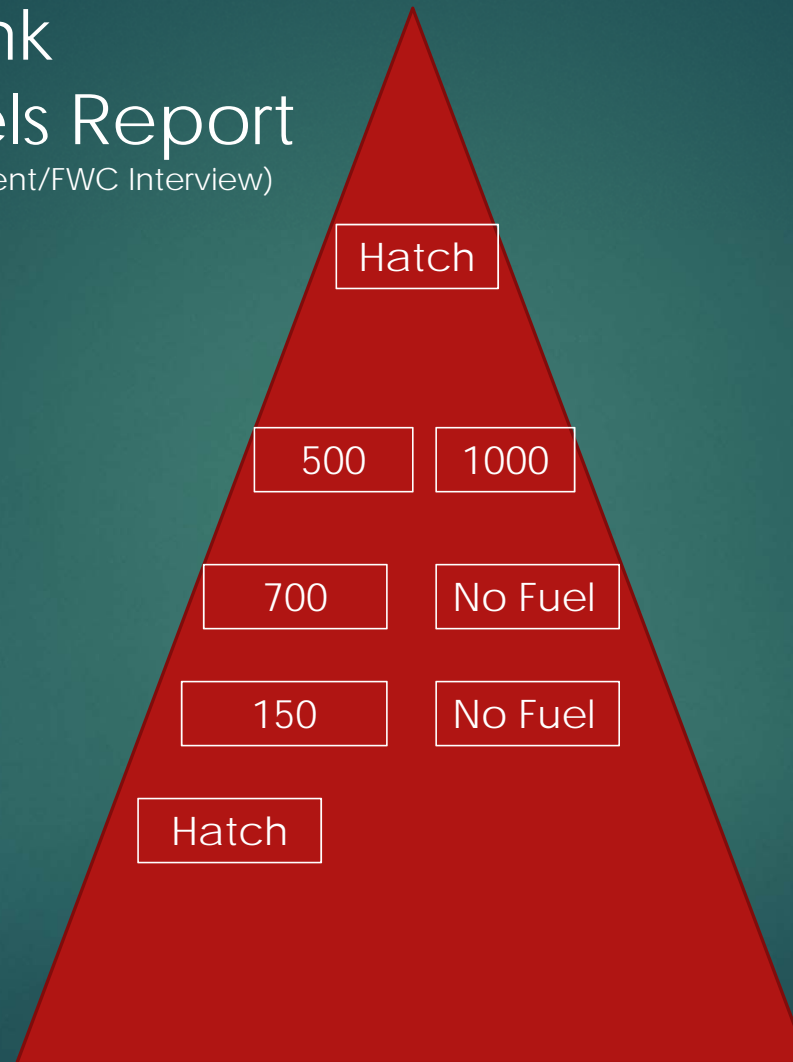
LIGHTNING RISK: 20%.

AIR TEMPERATURE: 83-85 °F.

Thursday, 4 October 2018, 0600-1800 EDT:

CAPT's Fuel Tank Locations/Levels Report

(Provided by Prevention Department/FWC Interview)



October 3rd, 2018

- ▶ NRC Equipment and personnel departed Key West Bight @ 0700
- ▶ NRC Equipment arrived on scene at approx. 0800
- ▶ FOSCR reported a **sheen coming from vessel**
- ▶ FOSCR and NRC personnel determined that **weather was not conducive for safe operations**
 - ▶ Seas: 3-5ft (2ft max work barge)
 - ▶ Winds: 15-18kts
- ▶ Weather forecasted to not improve
- ▶ 0900: Operations secured for the day
- ▶ 1200: **Area Committee notified** of delay due to weather



October 4th, 2018

- ▶ 0700: FOSCR & Contractor U/W to assess
- ▶ 1055: Equipment staged for removal operations
- ▶ 1130: Commenced pumping operations
- ▶ 1440: 1200 gals of diesel fuel recovered, 5 bins of Hazardous Substances/Materials
- ▶ 1445: Personnel assessed that vessel will break apart due to positioning on jetty
- ▶ 1500: Departed scene
- ▶ **Notice of Violation** Issued to Responsible Party.







Entanglement Hazards

- ▶ 11OCT18: **NOAA FKNMS** permitted Key West Harbor Services for the salvage/recovery of fishing nets and entanglement hazards
- ▶ 13NOV18: Key West Harbor Services **removed 90% of nets**
 - ▶ **10%** stuck underneath vessel
 - ▶ **Remaining 10% considered non-hazard by FKNMS**



Conclusion

- ▶ **Allowed SAR to take precedence!!!**
- ▶ Proper OSRO Equipment in the Area
- ▶ Speedy Response
- ▶ Great Coordination with all Area Committee members!
- ▶ **Established Battle Rhythm**
- ▶ Took Advantage of **Weather** Window
- ▶ **Great Communication with OSRO**





Questions/Lessons
Learned?