

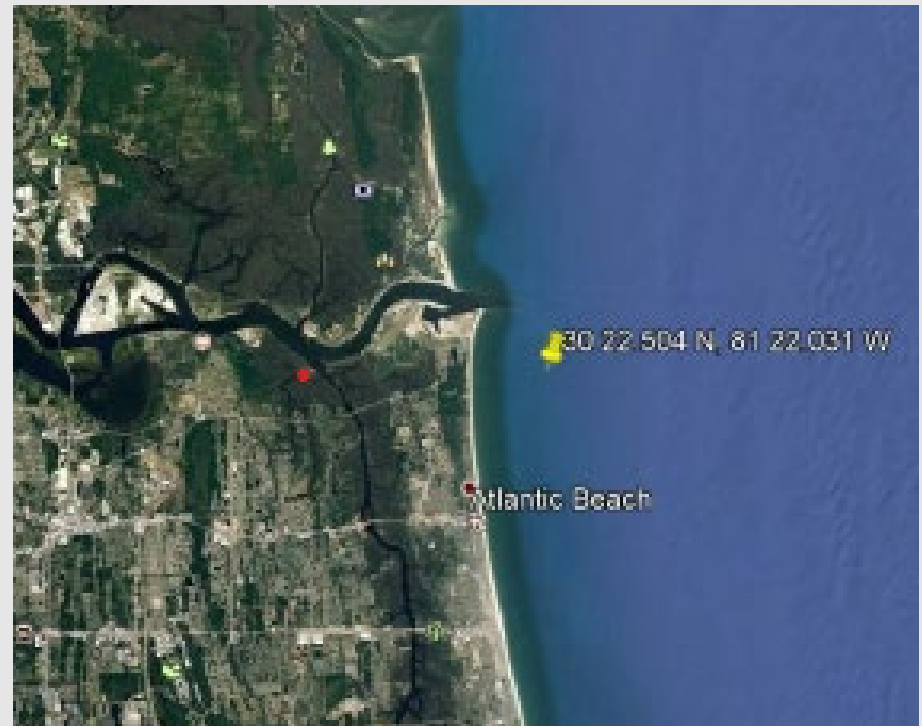
**CARIBBEAN REGIONAL RESPONSE TEAM  
14-16 MARCH 2023**



**BARGE BRIDGEPORT INCIDENT RESPONSE  
Mr. Rich Lavigne  
USCG District Seven**

# INCIDENT OVERVIEW

- On 22 March while entering the St. Johns River, the TUG MARGERY lost control of the BARGE BRIDGEPORT and it struck the south entrance jetty. Subsequently, the BARGE BRIDGEPORT grounded ~ 1NM south of the St Johns River entrance to the channel. The barge was unmanned with 930 gallons of diesel fuel onboard for operation of machinery. The barge sailed from Puerto Rico enroute Jacksonville with 14,377 ST of Agremax onboard. Subsequently, the barge broke loose and grounded ~1.5 NM off of the Kathryn Abbey Hanna Park.



# INCIDENT COMMAND STRUCTURE

## Unified Command:

- Responsible Party – Dann Ocean Towing
- USCG
- FL DEP

## Incident Objectives:

- Provide for the safety and security of response personnel.
- Provide for the safety and security of the public.
- Develop, approve, and monitor dewatering, salvage plan and tow plan.
- Mitigate impacts to MTS infrastructure, commerce, and operations.
- Monitor operations and take proactive action to protect the environment.
- Maintain operational communications across AOR with internal and external stakeholders.



# INITIAL KEY CONCERNS

- How do we ensure it is not a Channel obstruction?
- Is there a Substantial Threat?
- Are there any Potential impacts to Naval Station Mayport?
- What are Potential Cargo impacts to Sensitive shoreline?
- How and when do we meet the Public/Media interest?
- Is it a Regulated cargo?



# CARGO AGREMAX

## ■ Cargo Overview:

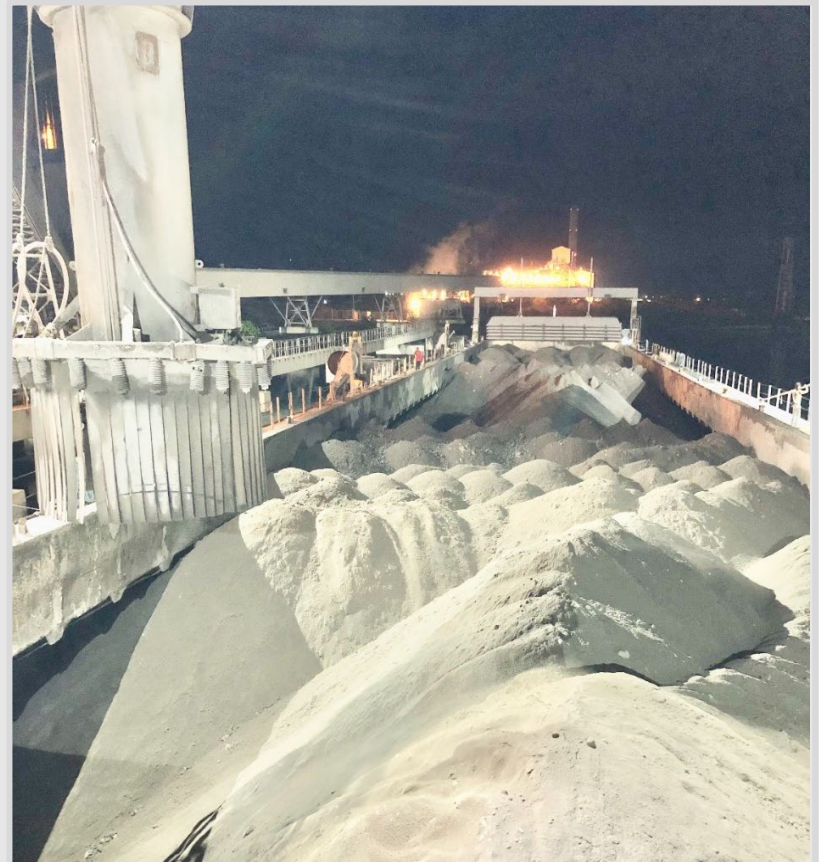
- AGREMAX™ is a product of the AES Puerto Rico, LP, (AES) facility in Guayama, Puerto Rico. It is produced by mixing fly ash and bed ash in a pug mill (a structure where the materials are mixed and wetted), followed by an aging process. This wetting and then aging produces the aggregate called AGREMAX™. The aging process allows the wetted ash mixture to set up like concrete, and the resulting blocks are broken up to produce the aggregate.

## ■ Initial Actions:

- Safety Data Sheet Review
- Stakeholder Engagement with NOAA, FL DEP, DOD, DOI, ACOE, EPA, NMFS, FWC, City of Jacksonville Environmental, Moran Environmental Response, USCG Gulf Strike Team
- AES Puerto Rico / Keystone Facility Outreach
- Independent Cargo Analysis
- Baseline Soil Sampling
- Air Sampling

## ■ Key Concerns:

- Is it a regulated cargo?
- Will it Float or Sink?
- Potential impacted areas if released?



# MAJOR MILESTONES

## ✓ Initial Response / Stabilize the vessel

## ✓ Staging of Pollution Resources

- RP responded quickly to staging necessary resources and equipment
- NOAA SCC data ensured adequate preparation and appropriate response
- RRT calls were critical in early stages

## ✓ Mobilization of Salvage Team & Resources

- RP hired Global Diving & Salvage
- Significant challenges with getting appropriate tugs, and load line barges onscene



# MAJOR MILESTONES

## ✓ Lightering the Cargo & Water

- Initial plans were to lighten the barge of the Argemax in an effort to refloat the barge.
- Weather offshore severely impacted the lightering operations and slowed the removal of cargo
- Ultimately, following a significant storm the cargo covers were lost resulting in a significant loss of cargo & significant amounts of water needing to be removed from the Cargo holds.
- Internal/external agencies coordination
  - Scientific Support Coordinator trajectory
  - Informal environmental consultation
  - DEP cargo offloading permit shoreside
  - Regional Response Team dewatering approval
  - Baseline Analysis (air, soil, water)
  - Community outreach



# DEWATER EFFORTS





# MAJOR MILESTONES

## ✓ Refloat the Barge

- Salvage efforts on this case were challenging and required significant trial and error. Numerous methods were used and this incident brought to it some of the best naval engineers.

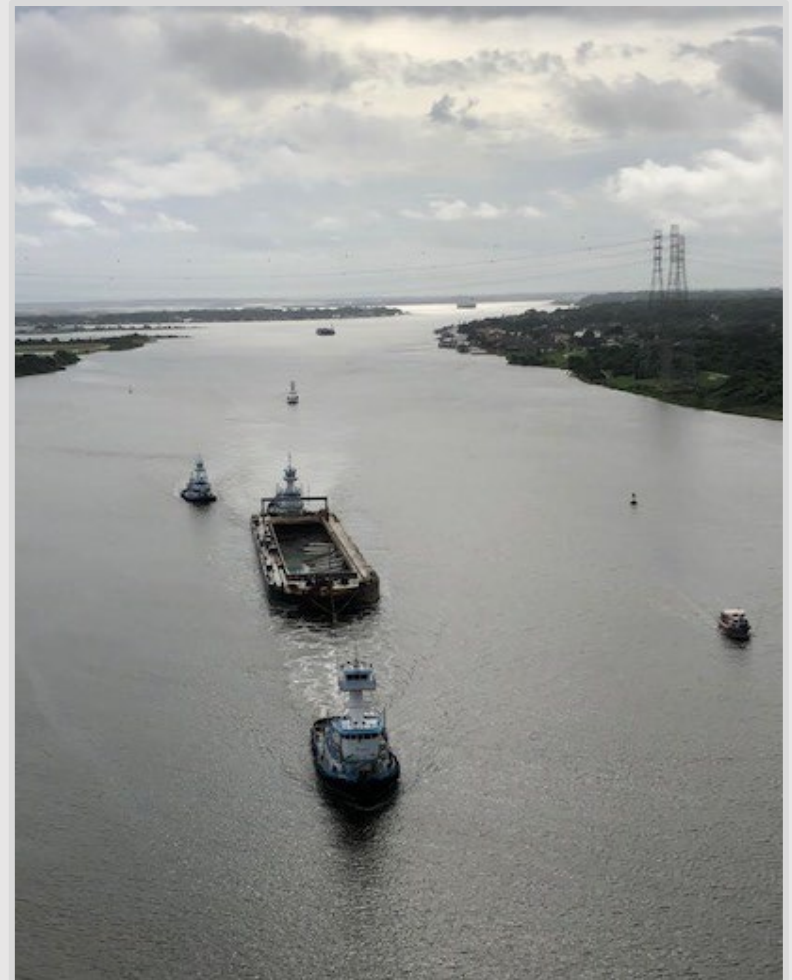
## ✓ Tow Plan Approval

- Sector Jacksonville issued a COTP Order requiring the owner/operator to submit a tow plan to the Coast Guard that addresses how they will safely navigate the waters of the US.
- Offshore testing was required to ensure adequate buoyancy to make the transit.

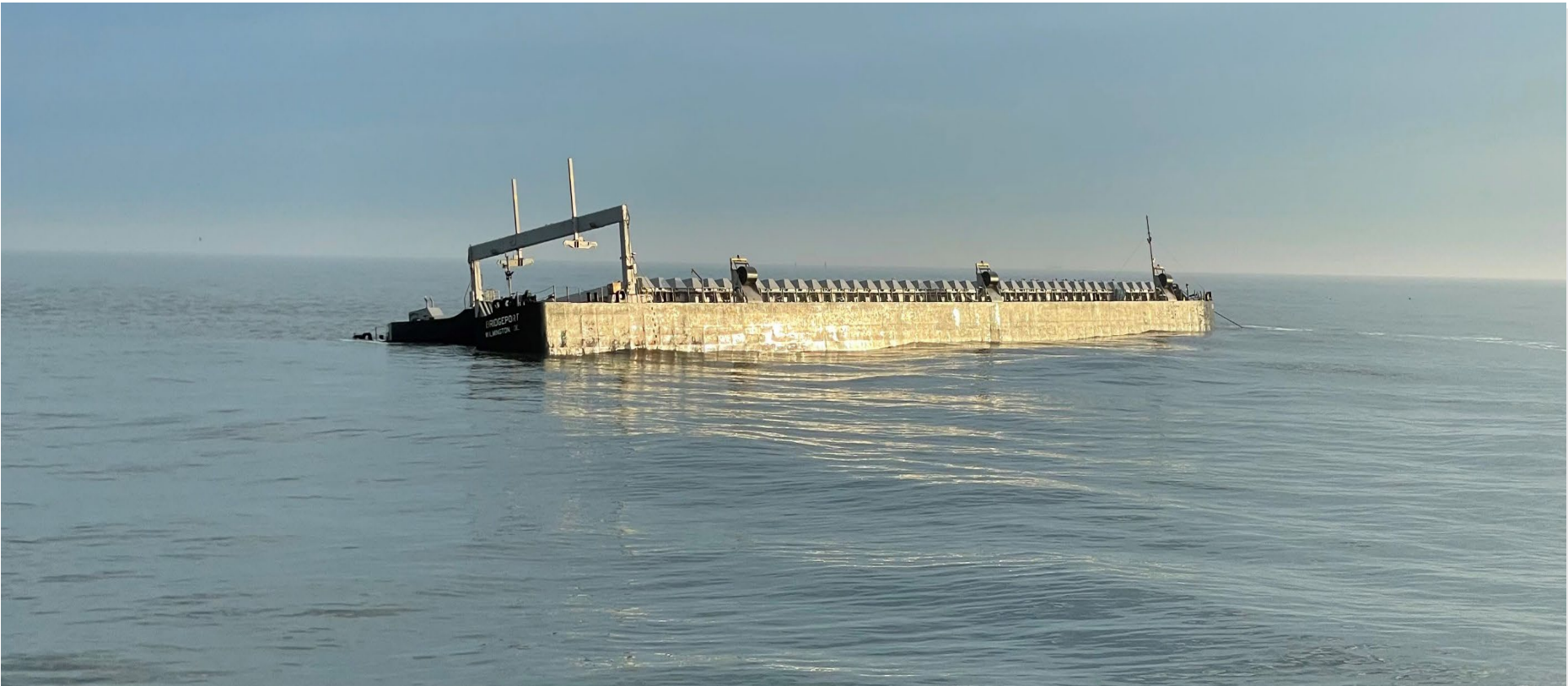
## ✓ Site Clean up and Remediation

## ✓ Final Disposition

- Permanent repairs were elected to not be completed.
- On NOV 2021, the barge was successfully towed out of the Jacksonville area of responsibility to the Fort Pierce Sport fishing Club Artificial Reef Site.



**QUESTIONS, COMMENTS, OR CONCERNS?**



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