

**Report of U.S. Coast Guard Federal On-Scene Coordinator  
Activities  
During **CY 2015** for RRT IV.**

**AREA COMMITTEE ACTIVITIES:**

**Sector Charleston:** Sector Charleston's Low Country Area Committee (118 members) met twice in 2015 (FEB and MAY). A third meeting, scheduled in OCT, was cancelled due to state-wide flood response operations that spanned a five week period; subsequent meeting was held JAN 2016. Area Contingency Plan updates and refinements are being lead by Sector Charleston's Planning Staff with assistance from South Carolina's Departments of Health and Environmental Control and Natural Resources (SCDHEC and SCDNR). Sector Charleston's Incident Management Division as focused on updating and validating the Geographic Response Plans (328 separate sites) within the Sector Charleston Area Contingency Plan.

SC ACP, meeting minutes and membership can be found at:

<http://homeport.uscg.mil/charleston>

**MSU Savannah:** MSU Savannah Area Committee convenes quarterly - twice in Savannah, GA and twice in Brunswick, GA. Area Contingency Plan updates and refinements continue with the assistance and collaboration of Georgia Environmental Protection Division staff and our EPA On-Scene Coordinator representative. The focus of our efforts over the past year has been in preparation for the National PREP Industry Led Full Scale Exercise (FSE) conducted February 02, 2016 in Brunswick, Georgia. This exercise was developed in partnership with Glynn County EMA and sponsored by Brunswick Cellulose with support from the Area Committee partners, City of Brunswick, Glynn County LEPC partners, Georgia State DNR, EPA and USCG Auxiliary contributions.

We have synchronized our regular meeting schedule with Chatham and Glynn County LEPC meeting cycles to leverage common objectives and reduce meeting fatigue on our limited partner resources. Our efforts continue to focus on coastal port counties based on risk but we are seeking to expand Area Committee participation towards the interior counties of Georgia.

**Sector Jacksonville:**

- SECJAX delivered presentations at RRT IV Spring 2015 conf in Cape Canaveral.

- SECJAX IMD met with Jax Spillage Control (OSRO Co-Op) for quarterly meeting.
- SECJAX attended State EOC – LNG Projects in Jacksonville briefing; Tallahassee, FL
- SECJAX met with CSX Public Safety, Health and Environment Vice Presidents to discuss IMT Capabilities at CSX Headquarters, Jacksonville, FL.
- SECJAX attended RRT IV conference in Knoxville, TN. Briefed w/ SPACE X on response following rocket explosion

**Sector St. Petersburg: Sector St. Petersburg:** The Area Committee meetings are held quarterly in Tampa in conjunction with the Tampa Bay Spill Committee meetings. The focus of this year’s Area Committee activities was on updating Section 8000, Salvage and Marine Firefighting. All other business was routine. The Clean Gulf Conference for 2016 will be held in Tampa.

**Sector Miami:**

- (1) Conducted county-specific workshops (7) with county agencies and entities to update ACP, GRP, ESI, and TIPS
- (2) April A/C Meeting –
  - a) Developed 4-year Preparedness Plan (Priorities & Outcomes)
  - b) Topics discussed:
    - 1) NOAA Marine Zoning and Regulatory Review Process
    - 2) Offshore HazMat Response (FL Fire Chiefs Association)
    - 3) ACP Section 1500, 1520
- (3) Sept A/C Meeting -
  - a) Topics discussed:
    - 1) Marine Salvage Operations (SVITZER Salvage)
    - 2) Alternative Response Technologies (Absorbents) (SafeSorb Int.)
    - 3) Use of Pollution funds (NPFC Miguel Bella) (ACP Section 6200)
- (4) Wildlife Recovery Workgroup
  - a) Developed field worker pocket guide for use when encountering injured/impacted wildlife in the field
- (5) Marine Firefighting Workgroup
  - a) Convened an MFF TTX – scenario involved an inbound burning container ship offshore (Section 8000 ACP)
- (6) Industry Spill Management Team TTX – Assisted Seabulk Inc. to conduct TTX-scenario included a MFF component (at the dock) (SecMia assisted in all planning activities and participated as FOSC, Ops Section Chief, Planning Section Chief, and SITU/RESL)
- (7) University Miami FSE - SecMia assisted in all planning activities, TTX, and participated as FOSC, Ops Section Chief, Planning Section Chief, and evaluator)
- (8) Attended RRT Conference March 2015
- (9) Attended RRT Conference August 2015
- (10) Attended LEPC 11 Meetings (Feb, Apr, Aug)

**Sector Key West:**

The Florida Keys Area Committee held four meetings for the throughout the year. This year the Executive Committee was updated with the arrival of a new Federal On-Scene Coordinator (FOSC), Captain Jeffrey Janszen. Upon his arrival we conducted an executive only committee meeting. During this meeting we designed a new way ahead for the committee, to include an outline for which all FKAC meetings will be structured and conducted. Our executive committee currently is comprised of 12 Federal, State and Local agency members. Each executive member receives a printed membership credential and listed within the ACP notification sections, which was updated this year.

The committee meetings were conducted at Sector Key West, Westin Resort and Marina and NOAA Nancy Foster Center. Each meeting was attended by 30+ members from over 20 Federal, State and local agencies throughout the Florida Keys. Most notable was the complete redesign of The Alert Warning System (AWS) to improve the quarterly notifications efficiency, update appropriate contact numbers, and ensure the quick and timely dissemination of information to Executive Committee members. The FKAC is also currently working on an official charter. Furthermore, we tested the notification system six times throughout the year with a 100% success rate. Furthermore several AC members were part of an Exercise Design Team, planning for the Industry Led 2016 PREP.

**Sector Lower Mississippi River: N/A**

**Sector Mobile:** Sector Mobile coordinated four Area Committee Meetings in CY2015 (Mississippi, Alabama, and two in Florida). ACM's covered numerous topics, including but not limited to: oil spill science, NOAA waterway debris planning, Lessons Learned from exercises, oiled wildlife response, and an overview of Government Initiated Unannounced Exercises. Area Maritime Security Meetings were held throughout the AOR at five separate locations with varying degrees of involvement, thus leading to one large-scale meeting including the entire North East Gulf of Mexico AMSC. Attendance for these meetings varies from 30-70 based upon location.

**TRAINING:**

- 1) **Sector Charleston:** 4-8 MAY / 6-9 OCT, Hosted ICS 300: Intermediate ICS for Expanding Incidents
- 2) 7-8 JUL, Hosted ICS 339: Division/Group Supervisor

Additionally, several Sector personnel attended various pollution response/prevention trainings to: FOSSC-R "C" School, Oil Spill Control, Oil Spill Recovery Technician, Shoreline Cleanup Assessment Technique and IATA DOT Hazardous Waste Shipper Training.

**MSU Savannah:** Training for CY2015 focused upon Incident Management position specific needs and familiarization with available resources. IMAT subject matter experts provided training and coaching prior to and during our November Full Scale Exercise supporting public affairs – JIC development, operations, planning and key position support. A total of 18 personnel received ICS position specific training during CY2015 working toward expanding required Type 3 qualifications for IMT assignments within the unit watch quarter station bill. Joint training events with GaDNR, EPA, NOAA and OGA partners continues as our first priority for outreach based upon real-world needs during joint preparedness and response operations. Additional training and support from subject matter experts through the RRT network would be welcomed.

**Sector Jacksonville:** Sector Jacksonville conducted a four day Auxiliary Pollution Responder College over the course of April-May 2015 in Daytona Beach, FL. Members of IMD provided detailed presentations to Auxiliarists aspiring to help respond to outer areas of the AOR, which will greatly assist with incident response time. With approximately 11 attendees, Sector PR/FOSCRs covered all aspects of the AUX PR PQS, which resulted in the successful qualification of one additional member to actively respond to incidents in the Daytona area. Although only one member obtained the qualification, he has already been an asset to Sector Jacksonville by responding to a reported pollution incident and providing a detailed report of his findings, which greatly saved man-hours of the active component. Local MISLE training was conducted for several members of the IMD Reserve component, which focused on case development and data entry requirements for pollution incidents. In addition, Sector Jacksonville continued its outreach through OSRO visits with Jacksonville Pollution Control, local Area Committee Meetings, and RRT IV meetings. In addition, personnel attended and hosted various LNG trainings in preparation for the first LNG ship which came to the Port of Jacksonville in October 2015.

- SECJAX sent 1 person to FOSCR School in Yorktown, VA; which resulted in their successful qualification and added to the Sector's On-Scene Coordinator capabilities.
- SECJAX sent 1 person to attend Air Monitoring training with the Nassau Fire Department.
- SECJAX sent 2 personnel to attend LNG Firefighting Awareness training with the Jacksonville Fire Department.

**Sector St. Petersburg: FOSCR Training:** April 22, 2015 - A FOSCR College was developed and provided by the Sector Incident Management Division. The week of training involved classroom presentations, a boom deployment exercise, and a tabletop scenario which allowed participants an opportunity to create case packages. It included members from Sector's IMD and Prevention Department, DD-Ft Myers, Planning Staff, CG Reserve, Sector San Juan, CG Auxiliary, the Florida Department of Environmental Protection, Florida Fish and Wildlife Conservation Commission, the National Pollution Funds Center, and USCG Shore Infrastructure Logistics Command.

**PR Training:** September 24, 2015 – A PR College was developed and provided by the Sector Incident Management Division. The four days of training involved classroom

presentations and exercise stations which allowed participants an opportunity to demonstrate proper spill sampling techniques, develop and brief an ICS 201 and Site Safety Plan, interact with a Responsible Party during a simulated spill requiring the issuance of a Notice of Federal Interest and collection of a witness statement, provide an on-camera public affairs interview, and view an equipment demonstration by a local Oil Spill Recovery Organization (OSRO). It included members from Sector's IMD and Prevention Department, DD-Ft Myers, CG Reserve, CG Auxiliary, and the Florida Department of Environmental Protection

**Sector Key West:** Sector Key West hosted the CG Incident Management Team from Norfolk, VA for a simulated oil spill training exercise. During the visit, Sector stood up a full IMT and completely went through the ICS planning P allowing participating members to fill their assigned positions on the WQSB. Also, this exercise allowed the Sector IMT to practice and better prepare in the event of a real marine casualty grounding with an oil discharge in the Keys Sanctuary. Additionally, six individuals earned new ICS qualifications, which helped better align the Sector WQSB. Finally, the Planning Department attended D7's annual Contingency Planning summit to meet with other Sector's Planning Departments and learn best practices, share future events and meet new faces.

Three members of Sector Key West IMD attended FOSCR "C" school in CY15. All IMD members in FOSCR billets have met the FOSCR formal training requirements.

Sector Key West hosted NPFC for IMD training on utilizing the OSLTF. Sector personnel were able to ask a case officer questions and receive clarification on FOSC activities specific to the Key West's unique AOR.

Sector Key West began cross-training program for Prevention Department MSTs on the Pollution Responder PQS.

**Sector Lower Mississippi River:** Several Sector personnel have attended various pollution response/prevention trainings throughout the year. Two members attended Pollution Incident Responder, one member attended NOAA Science of Spills, and two members went TDY to Sector New Orleans for additional pollution experience. One member attended the Clean Gulf Conference. GST and NPFC representatives visited SLMR to provide training. For ICS training, SLMR hosted ICS 339 & 400 and one member attended ICS 346/347/348.

**Sector Mobile:** Sector personnel have attended various pollution response, prevention, and ICS trainings throughout CY2015, including:

1. ICS 300/400 – Baldwin County EMA
2. Pipeline Training
3. NOAA Science of Chemical Releases

4. IMSS/IAP Software Training
5. MISLE 5.0 Training
6. NOAA Science of Spills
7. HAZWOPER 8-hr Refresher
8. Shoreline Cleanup Assessment Technique Training
9. ICS-339 Division/Group Supervisor

**EXERCISES:**

- 1) **Sector Charleston:** Quarterly Notification Drill (12FEB, 28 APR, 28SEP, 10DEC)
- 2) 11-15 May, HURREX, COE: 6141
- 3) 20 AUG, MTS Recovery TTX, COE: 8456
- 4) 14 SEP, Government Initiated Unannounced Exercise at Odjfell Terminals, North Charleston, SC.
- 5) 30 SEP, Mass Rescue Operations, COE: 6137
- 6) 05 NOV, Marine Corps Air Station Beaufort TTX

**MSU Savannah:** MSU Savannah PREP Drills and Exercises:

4 – ACP notification drills

2 - Government Initiated Unannounced Exercises (GIUE)

1 - Functional Exercise (FE) in 2015.

**Sector Jacksonville:** Conducted Quarterly Notification exercises as well as 03 GIUE's throughout the AOR. Targets of the GIUE were Buckeye, Port Consolidated, and Westway Terminal. SECJAX and JAX Fire & Rescue conducted a joint marine firefighting TTX, SECJAX and Gulf Strike Team participated in Florida Department of Environmental Protection (FDEP) Emergency Response Team (ERT) and Forensic Response Team (FRT) Annual Tabletop Exercise in Port Canaveral, FL, SECJAX participated in a Worst Case Discharge TTX at NAS JAX. Sector Jacksonville also worked conducted planning meetings for the 2016 PREP exercise

**Sector St. Petersburg:** : 2015 PREP TTX- The focus of this table top exercise is to provide the emergency responders and other interested partners an opportunity to discuss their individual and collective responsibilities in the event of a vessel fire offshore of Tampa Bay. The purpose of the table top exercise is to evaluate the policies and procedures outlined in Sector St. Petersburg's Area Contingency Plan, Section 8000 and

partner agency plans and guidelines. Primary goals are to identify gaps and pinpoint improvements in the plans, as well as, determine future training and discussions.

#### Objectives:

- Evaluate initial response timeline and determine what assets/tools would be required.
- Determine jurisdictional roles and responsibilities.
- Determine which federal, state, local and commercial entities would make up the Unified Command and where the ICP would be located.
- Evaluate internal notification processes.
- Coordinate logistical needs for offshore response.

#### Exercise Structure –

Stage 1 - The Qualified Individual from the vessel company calls the CG Command Center to report the vessel is experiencing an engine room fire. The freight vessel is drifting west towards the anchorage area outside of the entrance to Tampa Bay. The vessel has lost propulsion and may have structural damage. The ship has been without electrical power for the past 4 hours and the firefighting systems may be compromised.

Stage 2 - Initial responders have arrived on scene. In an effort to keep the vessel from nearing other vessels at the anchorage, a tug took the vessel under tow. One tow line parted and the current is pushing the casualty stricken vessel towards the other vessels at anchorage. Severe lightning and rain are present around the vessel. The responders are still onboard the tugs and fireboats awaiting assignment. Local tourists at Egmont Key and Fort Desoto Park are reporting heavy smoke from a vessel offshore.

Stage 3 - Same scenarios as stage 1 and stage 2, but now the fire is under control and the vessel is safely anchored. How does the composition of the Unified Command change once the fire is under control or extinguished? Who else may be involved in the Unified Command that would not be present during the initial response? What additional environmental concerns do you have and how will you mitigate these issues?

#### Participants:

USCG Sector St Petersburg / FL Dept of Environmental Protection and FL Dept of Emergency Response / Hillsborough County Fire Rescue / Hillsborough County Sheriff's Office / Tampa Fire Rescue / St. Petersburg Fire Rescue / Sea Bulk Towing / Port Tampa Bay / Sea Sub Systems Diving / Svitzer / Ardent / T&T Salvage / Norwegian Marine

**Sector Miami:** Joint-agency Exercises

- a) Participant in Miami-County/FL Power & Light Nuclear Power Plant Plume-Ex (Turkey Point Plant) FEMA Evaluated
- b) Participant in FBI Food Defense (Cruise Ship) TTX (PortMiami). Discussed multi-agency U/C response to intentional poisoning of food aboard cruise ship.
- c) Convened Marine F/F Workshop with Marine Firefighting Workgroup to validate ACP Section 8000 (Marine Firefighting) protocols in response to a container fire scenario aboard an inbound container ship.
- d) Participant in FL State-wide Hurricane Exercise. Deployed CG Auxiliary to Broward, Miami-Dade, and Palm Beach counties as EOC Liaisons to relay requests for support from EM Director(s) to Sector Miami to resolve post-storm impacts (injects).
- e) Exercise design team and participants to Seabulk Tankers Spill TTX. Sector staff filled rolls as FOSC, Ops Section Chief (coach), and Planning Section Chief (coach).
- f) Exercise design team and participants to Univ Miami Spill FSX involving over 100 local, county, state, and federal response agencies to respond to spill in Bear Cut/Biscayne Bay (Miami). Sector Miami/D7 filled rolls as FOSC, Operations Section Chief, Dep Planning Section Chief, SCAT, and JIC (D7).

**Sector Key West:** The Florida Keys Area Committee conducted four quarterly notification exercises via the Alert Warning System

The 2015 PREP exercise will be held 12 March at the NOAA Eco-Discovery Center in Key West. The exercise is a one-day, tabletop exercise focusing on the Volunteer Coordination and Coast Guard Auxiliary inclusion. The scenario posed a notable threat to the lower Florida Keys, where organic resources have been exhausted and volunteers are needed. The following local plans will be tested during the exercise: Florida Keys Area Contingency Plan, Monroe County Volunteer Coordination Plan and Auxiliary Contingency Support Plan.

Sector Key West IMD/Planning participated in the Key West Pipeline facility annual tabletop exercise. This exercise allowed Sector Key West to see the implementation of the 154-regulated facility's FRP and to ensure ACP alignment in response actions.

Sector Key West IMD observed Naval Air Station Key West's WCD full scale exercise. IMD was able to observe containment techniques/strategies and provide feedback on potential effectiveness. IMD offered to provide assistance to NAS Key West to help develop inland booming strategies/training. This exercise participation allowed IMD to foster a positive working relationship with the primary local military command.

**Future Exercises:** The 2016 PREP will be a Full Scale Industry Led exercise. The exercise will focus Key West Pipeline Company's worse case discharge as discussed in their Facility Response Plan.



Sector Key West will conduct at least one GIUE in the AOR as authorized in updated MER guidance.

**Sector Lower Mississippi River:** Sector Lower Mississippi River (SLMR) conducted all quarterly PREP notification drills for CY 2015. SLMR performed 2 GIUE's at two local facilities and both responses were found to be satisfactory. In August, SLMR participated in two local annual response equipment deployments at local facilities. In September, SLMR participated in a TTX with the LEPC for a scenario involving a railcar derailment with oil entering a navigable waterway. Lastly, in November, SLMR participated in a flooding TTX hosted by USACE.

**Sector Mobile:** Sector Mobile PREP Equipment Deployment Drill

COE #5743

Sector Mobile, in coordination with local OSRO's and Bayou la Batre first responders, conducted an equipment deployment drill to ensure crews had a working knowledge of spill response equipment. The team utilized a weir skimmer, a MARCO/Belt skimmer, a Rope Mop skipper, and 1000' of 24" boom.

Operation Port Health 2015

COE #8551

Sector Mobile hosted a discussion-based exercise to test the Communicable Disease Plan with a joint response team consisting of: CDC, state, local health care providers, Pilots Association, and local Port Authority's. The scenario focused on the transmission of EVD through the maritime environment, and identified key port partners within the Unified Command construct.

Florida NERR Oil Spill FSE

COE #8438

Sector Mobile conducted a FSE with the Franklin County National Estuarine Research Reserve, and simulated a spill within the environmentally sensitive areas in that area. MSD Panama City took lead on this exercise and conducted operations with local response entities under the Incident Command System.

Weeks Bay NERR TTX

COE #8413

Sector Mobile conducted a Table-Top exercise with the Weeks Bay National Estuarine Research Reserve, and simulated a HAZMAT release in the bay. Federal, state, and local response agencies participated in this exercise and formed the Unified Command for the exercise to coincide with real-world operations. It was determined that a follow-up, operations-based exercise will be conducted in CY16.

Sector Mobile PREP Industry Led FSE 2015 Black Coral

COE #5746

Sector Mobile, in partnership with Chevron Pascagoula, conducted a Full-Scale Exercise simulating a worst case discharge at the facility located in Mississippi. The players represented a majority of response agencies throughout the Pascagoula area. Response actions included the deployment of a joint-response team to Singing River Island (STA Pascagoula) to deploy boom around the affected area.

Black Knight

COE #5747

The purpose of "Black Knight" was to discuss and demonstrate the ability for the Pensacola FL Area Maritime Security Subcommittee and various stakeholders to test and address actions in response to a Transportation Security Incident (TSI) within the Pensacola port area utilizing the AMSP. This included a simulated change in MARSEC levels and addressed the threat/incident as a part of the exercise. Discussions involved elevating MARSEC level and response by port partners and involved

discussion on what it would take to: establish an Incident Command Post, form a Unified Command, and what it would take to develop an initial Incident Action Plan (IAP) for the first operational period.

### **SIGNIFICANT EVENTS:**

- 1) **Sector Charleston:** Arthur Ravenel Bridge Closure
  - Occurred on 26 MAY 15
  - Semi tank carrying off road diesel punctured after side collision w/ passenger vehicle
  - 1,200 gallon potential
  - 300 gallons estimated discharged onto bridge w/ 35-50 gallons impacting the Cooper River
  - Involved OGAs:
    - o SC DHEC
    - o SC DOT
    - o Charleston PD/FD
    - o Charleston County EMS
    - o Mt. Pleasant PD/FD
  
- 2) F16 / Cessna Mid-Air Collision
  - Occurred on 07 JUL 15
  - F16 collides with privately owned/operated Cessna
  - 02 fatalities (Cessna)
  - Investigation turned over to NTSB
  - 02 fuel pods (350 gal capacity x 2) from the F16 recovered from the Cooper River
  
- 3) M/V Green Sky
  - Occurred on 26 AUG 15
  - Rcvd rpt of possible OWS bypass “magic pipe”
  - Prev/Resp conducted initial investigation
  - Investigation turned over to CGIS
  - Case currently with Dept of Justice for adjudication
  
- 4) P/C Sea Witch Sinking
  - Occurred on 02 DEC 15
  - Derelict vessel sank due to inoperable bilge pump
  - 300 gallons of diesel discharged
  - Incident Federalized: FPN M16007
  - OSLTF accessed: \$30K

**MSU Savannah:** No significant events to report.

Rapid response and coordination efforts between Area Committee partners are instrumental in mitigating additional petroleum impacts to the high concentration of environmentally sensitive areas on the Savannah and Brunswick River basins. No significant changes have been noted within the data trends tracked as noted below.

Number of Federal Cases: 4

Federalized case Funds Spent: \$49,587.72

Pollution cases responded to: 50

Sortie Man hours spent on ACP/OPA-90 responses: 335.51

Sortie Man Hours on Harbor Patrols: 289.75

Sortie Man Hrs Training, GIUEs for OPA-90 type activities: 45.5

**Sector Jacksonville:** Responded to 161 NRC reports for pollution, issued 9 Notice of Violations, issued 21 Letter of Warnings, and opened the OSLTF for two cases. Two significant cases to note. First, SECJAX conducted a joint inspection of the T/V TUTAHACO with FWC to evaluate seaworthiness (vessel is privately owned WWII Tug destined for USVI) for Manifestly Unsafe Voyage. It was determined to be a significant environmental threat, having 60,000 gallons of oily waste on the vessel and the surrounding property. The vessel still resides at the dock, but the environmental threat has been eliminated. Second, M/V Lady St Johns sank at the pier, discharging 150 gallons of diesel fuel into the St Johns River. It was in a high visibility location and thus received considerable media and community interest. Sector continues to monitor RULET vessels (LUBRAFOL and PAN-ASSACHUSETTS) within Sector Jacksonville's AOR via semi-annual Auxiliary Air flights. There have been no signs of pollution. Another case of note, was the Falcon 9 Rocket, SpaceX, which exploded 2 minutes 30 seconds into flight, resulting in the loss of Falcon 9 and Dragon Spacecraft approx. 150 miles East of Jacksonville FL, where the vast majority of the spacecraft sank. CG provided air and cutter support in locating debris field 160 NM offshore and marine safety assistance

**Sector St. Petersburg:** *Case of note:* A hose on a mobile facility burst resulting in an approximate 200 gallon diesel fuel discharge. The truck was located in a residential community at the time of the incident. The fuel collected along the edge of the street and flowed into a storm drain which led directly to a residential canal. Approximately 100 gallons escaped into the waterway before the truck operator could block the drain. The Responsible Party hired a clean-up contractor who contained most of the discharge within the canal. Over the course of two days the contractor recovered some of the fuel using absorbent materials; the remaining sheen dissipated naturally. The contractor also recovered the standing oil on the roadway and flushed the drain.

*Case of note:* The 30 foot recreational vessel FREE & CLEAR II sank while moored behind a residence along Tampa Bay. Upon arrival the Pollution Response team observed diesel fuel discharging from a small hole on the starboard quarter of the vessel. The residence was abandoned and no RP could be determined. The Sector FOSCR hired a contractor to contain the vessel, secure the discharge by removing the estimated 120 gallons of fuel still aboard, and recover the fuel in the waterway. Through further

investigation and talking with neighbors, the response team was able to determine and contact the Responsible Party whose information was passed to the National Pollution Funds Center.

### **Sector Miami:**

**Sector Key West:** Cases of Note: (1) On 7 February 2015, Sector Key West (SKW) received report of a retired WWII M/V GREY GHOST partially submerged and leaking in Lake Surprise, Key Largo, Florida. Sector Key West (SKW) was unable to locate owner or responsible party. Federalized the case to remove and dispose of fuel drums found onboard, clean-up leaking pollution sources inside the vessel, and mitigate the risk to environmentally sensitive area within Florida Keys National Sanctuary. Total OSLTF Ceiling of \$9K covering a three day removal effort with approximately 190 gallons of varying pollution products removed. (2) On 23 April 2015, Sector Key West was notified by National Marine Sanctuary Representatives regarding a continuous leak in Jules Lagoon, Key Largo, Florida for over a month. Residents finally narrowed down suspected source to a sunken, abandoned vessel in the lagoon. USCG investigation revealed a leaking vessel with strong petroleum (diesel) odor that had been leaking for years and gotten worse over the past month. Residents reported that the owner was deceased. Vessel appeared to be a 50 ft, wooden trawler sunken in approximately 20-30 feet of water. SKW FOSC approved federalization of the case for \$10K. Response efforts were initiated on 25-26 April 2015 with 1-55 gal drum of oil/water mix recovered. (3) Sector Key West, with guidance from NPFC, opened one federal project number (M15004) for FY15 for all substantial threats from derelict migrant vessels. These vessels are not considered seaworthy and any fuel/oil onboard can easily enter the FL Keys National Marine Sanctuary. Fuel oil stored onboard the vessels are usually found in containers not constructed for fuel storage (i.e. plastic water bottles). From Jan-Aug, eight derelict migrant vessels were deemed a substantial threat by FOSC and mitigated via OSLTF. A total of 279 gallons of fuel/oil were recovered utilizing \$12,820 in OSLTF funds. Each reported pollution source (actual or potential) deemed a substantial threat from a derelict migrant vessel was treated as an individual case under the single FPN. CANAPS and ATP ceilings were raised as necessary to facilitate clean-up operations.

Sector Key West IMD conducted an on-site derelict vessel assessment on the isolated Marquesas Islands with NPFC and Florida Fish and Wildlife Conservation Commission in order to document the number of abandoned vessels, assess pollution risks, and strategize for future action. Tentative response strategy is to partner with Other Government Agencies (OGA) and share costs of restoring critical habitats of environmentally sensitive areas of Marquesas and eventually Dry Tortugas National Park. USCG SKW will open fund to conduct assessment, form official response strategy of removal of pollution sources on derelicts, and OGAs will cover vessel disposal costs.

Total pollution cases: 138

Total federalized cases: 17

Total federalized funds expended: \$28,299.86

### **Sector Lower Mississippi River: Dredge JACK ADAMS**

On 05 March 2015, the dredge JACK ADAMS sank in Lake Ferguson, MS while moored at Greenville Gravel Company. The initial report was 10 gallons of residual red dye diesel in the two internal empty tanks that had a capacity of 6,000 gallons. Coast Guard personnel responded to supervise the cleanup effort. The responsible party removed 1,600 gallons of diesel/water mixture from one of the internal tanks. A salvage company was hired by the responsible party to raise the vessel to access the remaining tank and mitigate further oil discharge. The dredge was damaged during an initial lift and salvage operations were suspended. The OSTLF was accessed and GST personnel were requested to supervise the salvage operation and SERT was consulted on the revised salvage plan. The revised salvage plan entailed cutting the dredge into two pieces and lifting the half of the dredge that contained the two fuel tanks from the river. The two halves were successfully removed from the water and various drums and containers containing oil products. An estimated 100 gallons discharged from the dredge during the response.

### **M/V WILLIAM E. STRAIT**

On 14 December, 2015, the M/V WILLIAM E. STRAIT collided with the M/V MARGARET ANN and sank at MM 727.7 on the Mississippi River with approximately 95,844 gallons of diesel and lubrication oils onboard. The responsible party activated the OSRO and a salvage company to raise the vessel to remove the fuel that was on board. The OSLTF was accessed and GST personnel were requested to supervise response operations. Salvage operations were slow to commence as the equipment needed to raise the vessel was deployed in various places along the Mississippi River. When the needed equipment arrived on scene and started rigging the vessel for salvage, the Mississippi River started rising towards flood levels. Due to the rising river levels and current speed, the salvage and response operations were suspended for safety concerns. The response operations recommenced after 30 days when the river levels receded to parameters that were determined to be safe for salvage. IMAT and SERT were requested along with the GST to supervise the continued response operations. The vessel was raised and approximately 82,000 gallons were removed from the vessel.

### **Sector Mobile:**

July 2015: The decommissioned Naval Ship, USS SHADWELL, is utilized by the Navy and Coast Guard to test fire/safety equipment and procedures before implementation into their fleets. She is chain-moored directly to Little Sands Island at the mouth of the Mobile River, Alabama. Sector Mobile received a report that USS SHADWELL was flooding and sinking at her moorings. Upon dewatering, the flooding was found to be caused by failed repairs on the hull, resulting in water intrusion. The weight of the water caused the vessel to sink at her moorings and list away from her mooring chains. Throughout the course of the response the vessel had a maximum list of approximately 13 degrees, and her four mooring chains were at full-tension. While an estimated 100,000 gallons of potentially releasable oily water mixture was onboard, only 30 gallons were reported to have been discharged. Luckily, most of the discharge was contained inside the skin of the ship. Navy SUPSALV, Don Jon, and US Environmental Services (OSRO) were the major players in the response. Various oil containment measures were utilized. The aft section of the vessel was designed to be open, however by welding large pieces of metal shoring, the USS SHADWELL was able to be dewatered easily. After recovering the majority of the oil, repairing damage to the hull, and dewatering the vessel, the USS SHADWELL slowly began righting herself, and continues to serve as a major asset to fire and safety research.

27 September 2015: a significant storm dumped more than 8 inches of rain onto the Chevron Facility in Pascagoula, MS in just a few hours. An issue with one of the storage tanks caused a partial collapse of a floating roof system on tank 151, which contained over 4.5 million gallons of petroleum products. The Coast Guard was notified and took lead as Federal On-Scene Coordinator (FOSC) and was the Lead Federal Agency (LFA); working with the EPA, State, and Local governments along with Chevron. When the roof tilted, it exposed the gasoline blend stock (a Pentane-Hexane mix) that was inside the tank releasing vapors into the environment. With a total potential of 108,000 barrels (over 4.5 million gallons) the situation was closely monitored. The following evening the roof suffered a total collapse and as it fell to the bottom it put an 8 foot gash in the bottom of the tank, continually releasing product for several days into two secondary containment areas surrounding 21 other tanks. Tuesday morning a Unified Command was stood up and a press conference was convened to brief the press and local residents. Several zones (hot/warm) were set up on the Chevron facility and a significant amount of AFFF foam was used to mitigate the ignition risk, and to keep fumes at a minimum throughout the spill. Air monitoring was instituted throughout the plant, community, and eventually reaching to the neighboring state of Alabama, based on wind conditions. During the next several days, 59,000 barrels were pumped out of the damaged tank while 49,000 barrels (approximately 2 million gallons) spilled into secondary containment. Air monitoring expanded to several dozen sights with the support of the Coast Guard Gulf Strike Team, who deployed to validate the contractor and Chevron air monitoring. Special pneumatic skimmers and vacuum systems were brought in to remove the volatile product from secondary containment while AFFF foam was continuously reapplied. On 2 October main operations completed and the Unified Command stood down with air monitoring continuing for a few days longer as a precaution and sight/soil remediation continuing under State lead, and the investigation/regulatory follow-up led by the EPA.