

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Tugboat Wm. McAllister - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region II

Subject: **POLREP #5**
Additional Funds Received from Coast Guard
Tugboat Wm. McAllister

Port Douglass, NY
Latitude: 44.5038516 Longitude: -73.3543396

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Date: 5/12/2010

Reporting Period:

1. Introduction

1.1 Background

Site Number:	Contract Number:
D.O. Number:	Action Memo Date:
Response Authority: OPA	Response Type: Pre-Deployment
Response Lead: EPA	Incident Category: Removal Assessment
NPL Status: Non NPL	Operable Unit:
Mobilization Date:	Start Date: 1/13/2010
Demob Date:	Completion Date:
CERCLIS ID:	RCRIS ID:
ERNS No.:	State Notification:
FPN#: E10203	Reimbursable Account #: 2010HR02H0XAK302D91C

1.1.1 Incident Category

The tugboat *William H. McAllister* sank in Lake Champlain in November, 1963 after striking Schuyler Reef on the New York State side of the lake near the town of Westport. The vessel had a maximum fuel capacity of 14,000 gallons of Diesel. The Lake Champlain Maritime Museum (LCMM) in Vergennes, VT has referred this potential source of water pollution to Region II EPA.

1.1.2 Site Description

The *McAllister* is a steel-hulled Diesel tug built by the now defunct Livingston Shipbuilding Company, Orange Texas, during World War II. The keel was laid on February 12, 1942 and launched September 18, 1943. Her papers describe it as an "oil screw vessel having one deck, two masts, a raked stem and elliptical stern". It's registered dimensions are 85 ft. length, 23 ft. beam, and 3 m (9.6 ft.) depth. The registered tonnage was 140 gross and 95 net.

The tug was in U.S. Army service as ST-243 and was subsequently acquired by McAllister Brothers, Inc., of New York in 1949 when it was renamed the *William H. McAllister*. The tug sank on November 17, 1963, after striking Schuyler Reef on the NY side of the lake while pushing an empty gasoline barge. All hands escaped to the barge when the tug sank. The owners of the vessel originally planned to recover the hull which was valued at \$250,000 (Burlington Free Press November 20, 1963).

Because of its interesting history the tug was the subject of ROV documentation by the LCMM in 1997.

The vessel was in very good condition and red and white paint is still clearly visible on the hull. The tug has settled heavily but on an even keel into the bottom of the lake and mud covers a good portion of the rudder. Only the top of the uppermost propeller blade protrudes from the sediment. The vessel's name is clearly painted on the stern, the bow, and the front of the pilot house.

The tug had a 720 BHP four-cylinder Diesel engine built by Levintson Shipbuilding of Orange Texas. Cruising speed was 10 knots and full speed was 12 knots. Cruising range was 2415 km (1500 nautical miles). Fuel capacity was 14,000 gallons with a daily fuel consumption of 840 gallons at cruising speed. It is not known how much Diesel was on the vessel when it sank, nor is there any information as to how much may remain on-board.

1.1.2.1 Location

The wreck is located a few hundred yards off the shore near Westport, NY at the base of Schuyler Reef, in approximately 150 feet of water.

Shortly after the tug sank involved various parties executed several diver examinations of the deep site. At least two preliminary discussions considered the feasibility of raising the vessel, although these deliberations did not lead to any actual attempt to raise the tug. The vessel *Doris C* was chartered to locate the wreck but it is unclear whether they were unable to find the wreck or believed it to be too deep to recover. The LCMM first located the wreck in 1988, relocated it during the 1997 Lake Survey, and examined it with ROV later that summer.

1.1.2.2 Description of Threat

The LCMM, which has a role similar to that of a "Riverkeeper", routinely monitors the lake for various concerns, including water pollution. The LCMM reports that an oil sheen is often seen on the surface of the lake over the location of the wreck, indicating that Diesel fuel may be escaping. Given that the tug is 65 years old and has been submerged for 46 years, it is likely that the fuel tanks are corroded to the point where a catastrophic release of the fuel, if any remains on board, may be imminent. Should that happen, a major spill of oil into a navigable waterway of the United States would occur.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

An ROV assessment of the condition and orientation of the wreck is being scheduled for June, 2010.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

2.1.2 Response Actions to Date

EPA Region II had opened an OPA Spill Account with the Coast Guard's National Pollution Fund Center for an initial amount of \$6,000. The funding ceiling was increased to \$50,000 and to \$233,000 on May 6, 2010.

OSC Kahn met with LCMM personnel on March 4, 2010 to view the underwater video of the wreck and discuss the overall scope of the project. The U.S. Navy Superintendent of Salvage (NAVSUPSALV) has been sent a copy of the 1997 RV video and some documentation on the vessel. SUPSALV had agreed to review the LCMM documentation and advise EPA as to whether the wreck can be safely accessed. However, on May 10th Mr. K. Skudin with SUPSALV informed the OSC that he has been detailed to work on the BP oil release in the Gulf and would not be able to assist the OSC.

SUPSALV located the original design plans and specs for the tug, a model 327A, and forwarded them to EPA. This vital historical information shows the exact location of the wing fuel tanks (similar to saddle tanks) two forward and two aft inside the hull. There is also a 120 gallon lube oil tank in the engine room. Copies of these plans and specs were sent to the LCMM, Region I Lake Champlain Basin POC, and J. Vetter, the EPA Archeologist. Electronic copies of the plans and specs have been posted on this web site in the Documents Section.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

See POLREP #6 for an update relating to enforcement activities.

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>

2.2 Planning Section

2.2.1 Anticipated Activities

A Pollution Removal Funding Authorization (PRFA) has been issued by the OSC to the LCMM in the amount of \$75,000 to assist and advise the OSC on technical matters and the safe and efficient removal of fuel from the wreck. In connection with the PRFA the LCMM will arrange for a ROV survey of the wreck to determine its current physical condition and to ascertain whether the fuel tanks are accessible. The OSC is pursuing possible sources of a diver to accompany the ROV to the wreck to try to check the fuel tanks or instrument gauges for fuel levels.

The LCMM would like to make a video documentary of the oil removal project that can be used for historical and/or educational purposes. In addition, because the wreck is an historic object, EPA Archaeologist John Vetter will work closely with the OSC and the LCMM to ensure that the provisions of the National Historic Preservation Act are complied with during the entire project, including the documentation of preservation activities. The original engineering drawings sent to EPA are a valuable historical reference and visual aid for display purposes.

2.2.1.1 Planned Response Activities

The LCMM is arranging for the ROV survey, to be conducted in June, 2010. At that time information will be gathered to further assess the feasibility of accessing the wreck and removing any fuel that remains on-board.

2.2.1.2 Next Steps

Make final arrangements for ROV survey to be conducted in June, 2010.

2.2.2 Issues

None, yet.

2.3 Logistics Section

n/a

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

2.5.1 Safety Officer

At the appropriate time a Safety Officer will be designated and a Health and Safety Plan will be written.

2.6 Liaison Officer

At the present time the OSC and Director of the LCMM will be handling all liaison matters.

2.7 Information Officer

2.7.1 Public Information Officer

Kristen Skopeck, with the EPA Field Office in Ft. Edward, NY has been assigned to the project as the PIO.

2.7.2 Community Involvement Coordinator

n/a

3. Participating Entities

3.1 Unified Command

n/a

3.2 Cooperating Agencies

The Lake Champlain Maritime Museum is an Assisting Agency. Other cooperating agencies will be determined at the appropriate time. Although not inclusive, agencies that *could* be involved in this project are: USEPA Region I (Boston), various departments within the States of New York and Vermont, US Coast Guard-Station Burlington (VT), US Coast Guard Atlantic Strike Team based at Ft. Dix (NJ), and the US Department of the Interior.

4. Personnel On Site

To be determined.

5. Definition of Terms

OPA = Oil Pollution Act of 1990. The statute which, among other things, authorizes the expenditure of funds

from the Oil Trust Fund (administered by the US Coast Guard) to address threats, or actual releases of oil into navigable waters of the United States.

LCMM = Lake Champlain Maritime Museum. A non-profit organization dedicated to documenting and preserving historical aspects of Lake Champlain, including shipwrecks and related sites.

NPFC = National Pollution Funds Center. A branch of the US Coast Guard which allocates federal funds to OSCs to abate and remediate releases, and threats of releases of oil into navigable waters of the United States.

PRFA = Pollution Removal Funding Authorization. A document that an OSC uses to allocate funds to certain recipient parties such as state, local governments, NGOs, and Indian tribes in order for those parties to participate in the remediation of releases of oil to which the EPA is officially responding pursuant to the CWA and OPA.

OSC = On-Scene Coordinator. A designated federal government employee, typically an EPA or Coast Guard person, who is authorized by law to expend federal funds (from either the Oil Trust Fund or the Superfund) to address releases or threats of releases of oil or chemicals (respectively) into the environment. In this matter the OSCs are EPA employees.

6. Additional sources of information

6.1 Internet location of additional information/report

See the web site operated by the Lake Champlain Maritime Museum; McAllister Towing Inc.; and the Tugboat Enthusiasts of the Americas.

6.2 Reporting Schedule

n/a

7. Situational Reference Materials

See Additional Sources of Information.