

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Oakland Estuary Marine Debris Removal Site - Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region IX

Subject: POLREP #2
Ongoing Site Activities
Oakland Estuary Marine Debris Removal Site
A944
Alameda, CA
Latitude: 37.7723010 Longitude: -122.2412250

To:
From: Will Duncan, Federal OnScene Coordinator
Date: 11/25/2013
Reporting Period: October 27, 2013 thru November 22, 2013

1. Introduction

1.1 Background

Site Number:	A944	Contract Number:	EP-S9-12-01
D.O. Number:	0932	Action Memo Date:	7/23/2013
Response Authority:	CERCLA	Response Type:	Time-Critical
Response Lead:	EPA	Incident Category:	Removal Action
NPL Status:	Non NPL	Operable Unit:	Not Applicable
Mobilization Date:	9/9/2013	Start Date:	9/9/2013
Demob Date:		Completion Date:	
CERCLIS ID:	CAN000909550	RCRIS ID:	Not Applicable
ERNS No.:	Not Applicable	State Notification:	Not Applicable
FPN#:		Reimbursable Account #:	

1.1.1 Incident Category

The Oakland Estuary Marine Debris Removal Site is a time-critical removal action

1.1.2 Site Description

The Oakland Estuary Marine Debris Removal Site is located in the Oakland Estuary, Alameda County, California. The Oakland Estuary is a tidal waterway situated between the cities of Oakland and Alameda, which connects the San Francisco Bay with the San Leandro Bay. The water of the estuary is essentially similar to the waters of the San Francisco Bay.

Latitude: 37°46'22.47" N
Longitude: 122°14'24.09"W

For more information, please refer to Pollution Report number 1

1.1.2.1 Description of Threat

Current Site conditions pose ongoing releases and the threat of future releases of hazardous substances to the Oakland Estuary and surrounding sensitive ecosystem. The likelihood of direct human exposure, via ingestion and/or inhalation of hazardous substances, and the threat of future releases and migration of those substances, pose an imminent and substantial endangerment to public health or welfare or the environment based on the factors set forth in the NCP, 40 CFR § 300.415(b)(2).

For more Information, please reference Pollution Report number 1.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

In April 2013 EPA, in partnership with CalRecycle and Coast Guard, conducted a removal assessment of four abandoned wrecks. Based on EPA's assessment, actual and threatened releases of hazardous substances into the environment pose a risk to human health and the environment at this Site. Analytical results show that there is a potential for hazardous substances (asbestos, PCBs, lead, and arsenic) to be released into the environment from these abandoned wrecks. These hazardous substances can potentially kill marine life and enter into the food chain, ultimately being consumed by humans. Additionally, the potential is great that other hazardous materials are present on these wrecks, namely varnish, paint, and

batteries. Releases of these substances into the aquatic environment are subject to dispersion and translocation via tidal action and ecosystem processes and therefore may be lethal to marine life.

For more details, please refer to Pollution Report number 1.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

The following weekly summaries cover the operating period from October 27, 2013 thru November 22, 2013. For activities between September 9 and October 26 refer to POLREP 1.

2.1.2 Response Actions to Date

Weekly Operations (October 27 – November 2, 2013)

On-site Personnel: (1) EPA OSCs (1) EQM Representative, (11) Global Representatives

Activities to remove sediments from inside the tug "Respect" continued. The volume of sediment pumped from the tug "Respect" has been much greater than originally estimated and the capacity of the land based settling system is zero. Five of the 89 yard tanks are completely full of mud, and two tanks are about 60% full of mud. A "Super-sucker" vacuum truck was contracted for the day to remove sediments from the settling system to increase capacity. Ten 7 yard loads were removed from the system and placed in a solidification pit where they can be solidified for eventual transportation and disposal. Removing the sediments provided additional capacity for new sediments coming off the tug "Respect". In anticipation of needing even more capacity, the tank farm was expanded to a total of 15 tanks. The five full tanks have been disconnected from the treatment system and are now stand alone storage tanks.

The state diving contractor is assisting in deploying rigging around the partially demolished barge ("Muskrat"). At mid-week the dive crew had completed removing potentially contaminated sediments from the tug "Respect". Although the ship still has sediment on it, the sediment will be removed during rigging and parbuckling activities. Having completed pumping sediments to the land based settling system; The Dive crew moved to the barge "Muskrat" and began rigging it. Six lift bags were attached to the barge to provide additional 50 tons of lift. On Saturday the ERRS contractor attempted to remove the barge "Muskrat" from the estuary using two D9 bulldozers and two excavators. The attempt failed. The removal of the barge will be revisited after the tug "Captain Al" is raised and stabilized. The tug "Captain Al" is scheduled to be raised on Monday, November 4. No work was conducted on October 27.

Weekly Operations (November 3 – 9, 2013)

On-site Personnel: (2) EPA OSCs (3) EQM Representatives, (10) Global Representatives

On Monday, November 4, the tug "Captain Al" was successfully raised and re-floated! The tug had several leaks and required 24/7 surveillance and pumping. The tug was relocated to Dutra's dock where it was tied up and stabilized. On Friday, November 8 EPA transitioned pumping operations to CalRecycle. CalRecycle will continue to provide pumping operations until transportation to dry-dock is necessary. EPA will pay for the resources needed to transport the boat to the dry dock.

After recovering from the 24-hour operational period to lift the tug "Captain Al", the dive crew began to evaluate the weight of sediment and gravel inside the barge "Muskrat". They also began to inspect an impingement that the barge was hung up on. This impingement was rumored to have been what sunk the barge to begin with. The land-based crew began cleaning and dismantling the sediment settling system. Two tanks were taken off-rent and taken off site. No work was conducted on November 3 or November 9.

At the end of the week a grand total of 1,270,700 gallons of sea water was discharged back into the estuary after traveling through the land based settling system.

On November 6, 2013, Lt. Meagan Snyder with Sector San Francisco notified EPA that they had been "authorized by NPFC and SILC to rig, raise, remove oil, and decontaminate the TUG RESPECT".

Weekly Operations (November 10 – 16, 2013)

On-site Personnel: (2) EPA OSCs (3) EQM Representatives, (9) Global Representatives

After evaluating the inside and outside of the barge "Muskrat", The dive crew recommended that prior to making a second attempt to drag the barge out of the water, the impingement should be removed from inside the barge and the sediment and gravel should be removed from the inside of the barge, as well as from on deck. The dive crew spent the majority of the week cutting around the impingement and clearing gravel of the deck of the submerged barge. Initial attempts were made to cut through the impingement but a concrete center made the object impervious. The impingement was rigged with wire cable and attempts were made to pull it out of the barge and water. Unfortunately the cable snapped before the impingement could be removed.

On Saturday, November 16, the ERRS contractor transported the tug "Captain Al" from Dutra's Dock to the Dry dock. After an unsuccessful attempt to raise the boat out of the water, pumps were placed back on the boat and the state resumed 24-hour stabilization activities. On November 15, As part of the commitment to the National Historic Preservation Act process, the EPA sponsored the evaluation and documentation of the

Cryer boat wharf by a professional archeologist. No work was conducted on November 10.

Weekly Operations (November 18 – 22, 2013)

On-site Personnel: (2) EPA OSC (2) EQM Representatives, (4) Global Representatives

On November 18, EPA told the State that they were not going to have the resources available to remove the barge "Muskrat" in a timely manner and that alternatives should be evaluated. All EPA water based activities were wrapped up for the week. The EPA and Coast guard met with representatives from NPFC and SILC to discuss the rigging, raising, and oil decontamination of the tug "Respect". The current plan is for the Coast Guard to use the OSLTF to pay for the above mentioned activities and EPA to pay for the Hazardous Waste assessment/removal, and the transition to the State for eventual scrapping activities. The State successfully raised the tug "Captain Al" in dry dock. They will begin scrapping activities over the weekend.

The land based operations continued to focus on cleaning and dismantling the sediment settling system, as well as the transportation and disposal of segregated hazardous waste. A super sucker with an operator was contracted and brought on site to remove all the sediments from the settling tanks and place them in a solidification pit where they can be solidified for eventual transportation and disposal. Three waste streams were transported off-site for disposal this week (refer to section 2.1.4 for specifics). No work by EPA was conducted on November 17.

Special Note: The State contractor continued demolition activities throughout this reporting period. To date the State has removed approximately 32 abandoned or unregistered vessels from the estuary.

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

This is an EPA fund lead action. The Civil Investigator and Office of Regional Counsel have identified a potential responsible party (PRP) for one of the abandoned vessels. However, initial investigations have found that the PRP has no viable means to mitigate the threats in a time critical manner.

2.1.4 Progress Metrics

As of the date of this pollution report, three waste streams were transported off site for disposal. PSC is the transporter.

Waste Stream	Medium	Quantity	Manifest #	Treatment	Disposal
Non-RCRA Hazardous Waste, Solid	Debris	15 cubic yds	89076		Y
Asbestos (HM)	Solid	2400 pounds	89077		Y
Waste Paint (RQ)	Solid	2400 pounds	89077	Y	Y

2.2 Planning Section

2.2.1 Anticipated Activities

2.2.1.1 Planned Response Activities

The EPA will continue to dismantle settling system and clean tanks so that they can be demobilized. The sediment that was removed from the tanks will be solidified and analytical samples will be collected to determine off-site disposal options. The EPA will also determine, through discussions with the State, its role in removing the "flotilla" in San Leandro Bay.

2.2.1.2 Next Steps

The EPA will be working to support the Coast Guard during their efforts to rig, raise and decontaminate/remove oil from the tug "Respect". The EPA will also continue to support the state in segregating storing and transporting and disposing of hazardous waste generated during the salvaging of abandoned vessels

2.2.2 Issues

2.3 Logistics Section

The biggest logistical issue for this removal action continues to be scheduling heavy lift cranes. It is currently dredging season in the bay area and most cranes are being used for dredging activities. Dredging season ends on November 30, and it is our hope that cranes will become easier to get a hold of.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

2.5.1 Safety Officer

A consolidated site safety plan (EPA, START, ERRS, and Global Divers) has been completed for this site.

2.5.2 Liaison Officer

A Liaison Officer is not need for this site at this time.

2.5.3 Information Officer

OSC Duncan has been working with Public Affairs specialist David Yogi. Mr. Yogi has been working with the PIO from CalRecycle, Oakland Police Department, USCG, and Army Corps of Engineers. A press briefing was distributed to interested media outlets and a press event was hosted on October 17, 2013 at the Site staging area. Another Media event took place on November 4, when the tug "Captain Al" was raised and parbuckled.

3. Participating Entities

3. Cooperating Agencies

The removal action is in support of CalRecycle's effort to address abandoned vessels and marine debris throughout the Oakland Estuary. Cooperating agencies include Regional Water Quality Control Board, BCDC, Army Corps. of Engineers, US Coast Guard, Oakland Police Department, City of Alameda, Alameda Police Department, Alameda County Sheriffs, and State Historical Preservation Office.

4. Personnel On Site

Personnel on site during this operational period included 2 EPA OSCs, 1-2 START contractors, 2-3 ERRS contractors, and 4-12 Global contractors. CalRecycle and their contractor, Pacific States, have also been on site.

5. Definition of Terms

No information available at this time.

6. Additional sources of information

6. Additional Sources of Information

7. Situational Reference Materials

No information available at this time.