

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Chicago Sanitary and Ship Canal Mile Post 318.5 Sunken Vessel - Removal Polrep
Initial Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region V

Subject: POLREP #1
Initial
Chicago Sanitary and Ship Canal Mile Post 318.5 Sunken Vessel
Z5OG
Chicago, IL
Latitude: 41.8260941 Longitude: -87.7234600

To:
From: Jacob Hassan, OSC
Date: 9/8/2014
Reporting Period: 09/04/2014 to 09/08/2014

1. Introduction

1.1 Background

Site Number:	Z5OG	Contract Number:	
D.O. Number:		Action Memo Date:	
Response Authority:	OPA	Response Type:	Emergency
Response Lead:	EPA	Incident Category:	
NPL Status:	Non NPL	Operable Unit:	
Mobilization Date:	9/4/2014	Start Date:	9/4/2014
Demob Date:	9/5/2014	Completion Date:	
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	
FPN#:	E14544	Reimbursable Account #:	

1.1.1 Incident Category

Emergency

1.1.2 Site Description

A Metropolitan Water Reclamation District Patrol Vessel observed a sunken vessel at Mile 318.5 in the Chicago Sanitary and Ship Canal east of the Pulaski bridge, on the North Bank. A sheen roughly 10' wide by 2000' long was observed coming from the back of the vessel. The crew aboard the patrol vessel report the release to the NRC (NRC 1094345). It was noted that a strong gasoline smell coming from the water way which was attributed to the vessel.

The vessel was moored just off the Crawford Power Plant with only the top portion of the cab exposed. No vessel identifiers were visible from the water surface.

1.1.2.1 Location

The sunken vessel was located at MP 318.5 on the right descending bank of the Chicago Sanitary and Shipping Canal. The vessel was moored along the Crawford Power Plant, 200 feet upstream of the Pulaski St Bridge.

1.1.2.2 Description of Threat

Gasoline and oil released from the vessel created a sheen 10' wide by 2000' long. The sheen was migrating upstream of the vessel due to strong winds from the west. A pungent gasoline smell was detected within a 20' foot radius of the boat.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

On September 4, 2014, at 1245 hrs, EPA arrived on scene at the Pulaski St Bridge near the Crawford Power Plant. A large sheen could be seen coming of the back of the sunken vessel that was moored to a single piling about 50ft from land. The boat was tied off and had sunk horizontally to rest flat on the bottom of the Canal. Only the top cab was visible.

EPA requested access to the Crawford Power Plant property to conduct a shoreline assessment. EPA, IEPA and NRG Energy, conducted a shoreline assessment and determined that the sheen was visible the entire length of the Crawford power plant property.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

On September 4, 2014, while conducting sampling in the Chicago Sanitary and Ship Canal, a Metropolitan Water Reclamation District Patrol Vessel observed a sunken vessel at Mile 318.5 in the canal east of the Pulaski bridge, on the North Bank. The reporting party from the Water Reclamation District observed sheen coming from the vessel. MWRD notified Marine Safety Unit Chicago (MSU Chicago) and the NRC of the release (NRC 1094345). The boat was determined to be in EPA jurisdiction and assumed the role as the lead response agency.

At 1245 hrs, EPA arrived on-scene and conducted a preliminary assessment of the situation. The boat was 95% submerged along the right descending bank of the Chicago Sanitary and Ship Canal near the Crawford Power Plant property. The vessel was moored to a single piling located 50' from the shoreline. A large sheen was visible coming from the rear of the boat. EPA and IEPA estimated the sheen to be 10' wide by 2000' long.

EPA mobilized ERRS to the site to conduct booming operations and to assist in finding the ILDNR tags on the boat. After conducting an on-water investigation with ERRS, it was determined that there were no readily identifiable markers on the vessel and that the boat would need to be salvaged. Booming operations were completed at 2000 hrs and Chicago Marine Towing was contracted to conduct the salvage operations.

On September 5, Chicago Marine Towing arrived on site around 0845 hrs to conduct a preliminary assessment of the boat. ERRS removed the hard boom from around the boat but left the sorbent boom in place during the initial phases of the salvage operation. The sorbent boom was removed by ERRS once the salvage crew began raising the boat. The vessel was fully raised at 1400 hours and EPA was able to identify the boat as a 30' Chris Craft Commander pleasure-boat named "Wette Vette" from Harwood Heights. All the ILDNR boat registration numbers had been removed or covered up. Upon inspection of the raised vessel, the salvage crew identified that a hose had been pulled from the seacock which caused the boat to sink. Furthermore, the boat had been stripped of all its batteries and radio communication devices.

EPA was able to obtain an ILDNR from a covered up registration sticker. The registration numbers is IL 9508 HD. This number was provided to Illinois Conservation Police for further investigation.

On September 8, Officer Victoria Smith and Joshua Mooi conducted a field investigation of the vessel.

2.1.2 Response Actions to Date

The following is a list of actions that occurred on the following dates:

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- Conducted a site assessment and evaluation of the boat
- Mobilized ERRS to the site to conduct response actions
- Contacted NRG Energy, MWRD and USCG of the vessel
- ERRS deployed 300' of hard boom around the vessel to contain the release of gasoline and oil
- ERRS deployed 240' of sorbent boom around the vessel to collect the fuel
- Conducted an visual inspection of the submerged vessel to try locate any tags that may be used to identify the boat owner
- Subcontracted with Chicago Marine Towing to conduct salvage operations

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- Removed hard boom from around the vessel for salvage operations
- Sorbent boom was left in place to assist in collecting fuel during the initial phases of the salvage operation
- ERRS, EPA, and IEPA conducted oversight of salvage operation
- Vessel was raised and secured for transportation
- The vessel was towed to the Canal St Marina for removal and storage
- EPA logged all the identifying tags on the vessel to assist in identifying the owner
- Sorbent boom was removed from the canal and bagged for disposal
- A site generator ID was requested through IEPA
- Contacted the Illinois Conservation Police to assist in finding the owner

09/08/2014

- A waste profile was generated for the boom disposal
- Illinois Conservation Police were onsite at the Canal St Marina to conduct an investigation

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

EPA is working with the Illinois Conservation Police to identify the boat owner.

2.1.4 Progress Metrics

Waste Stream	Medium	Quantity	Manifest #	Treatment	Disposal

2.2 Planning Section

2.2.1 Anticipated Activities

Activities for the next period are as follows:

- 1) Continue to work on identifying the owner
- 2) Conduct transportation and disposal of sorbent boom
- 3) Contact CID
- 4) Issue NoFi to owner (if found)

2.2.1.1 Planned Response Activities

None

2.2.1.2 Next Steps

Work with Illinois Conservation Police to identify owner.

2.2.2 Issues

2.3 Logistics Section

No information available at this time.

2.4 Finance Section

No information available at this time.

2.5 Other Command Staff

2.5.1 Safety Officer

OSC Hassan

2.5.2 Liaison Officer

N/A

2.5.3 Information Officer

N/A

3. Participating Entities

3.1 Unified Command

3.2 Cooperating Agencies

MWRD

IEPA

Illinois Conservation Police

USCG

4. Personnel On Site

EPA - 1

IEPA - 2

ERRS - 5

NRG Energy - 1

5. Definition of Terms

MWRD - Metropolitan Water Reclamation District of Greater Chicago

EPA - Environmental Protection Agency (U.S.)

IEPA - Illinois Environmental Protection Agency

OSC - On-Scene Coordinator

USCG - United States Coast Guard

MSU - Marine Safety Unit

ERRS - Emergency and Rapid Response Services

ILDNR - Illinois Department of Natural Resources

6. Additional sources of information

6.1 Internet location of additional information/report

6.2 Reporting Schedule

As needed

7. Situational Reference Materials

No information available at this time.