

U.S. ENVIRONMENTAL PROTECTION AGENCY
POLLUTION/SITUATION REPORT
Elk Rapids Marina - Removal Polrep
Initial and Final Removal Polrep



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region V

Subject: **POLREP #1**
Initial and Final Elk Rapids Oil Spill
Elk Rapids Marina

Elk Rapids, MI
Latitude: 44.8994144 Longitude: -85.4152516

To:
From: Ralph Dollhopf, OSC
Date: 2/9/2014
Reporting Period: 7/30/14

1. Introduction

1.1 Background

Site Number:	Contract Number:
D.O. Number:	Action Memo Date:
Response Authority: OPA	Response Type: Emergency
Response Lead: USCG	Incident Category: Removal Action
NPL Status: NPL	Operable Unit:
Mobilization Date: 7/30/2014	Start Date: 7/30/2014
Demob Date: 7/30/2014	Completion Date: 7/30/2014
CERCLIS ID: NA	RCRIS ID: NA
ERNS No.:	State Notification:
FPN#: E14537	Reimbursable Account #:

1.1.1 Incident Category

On July 30, 2014, EPA was notified that an unknown quantity of diesel fuel had been released into the water at the Elk Rapids Edward C. Grace Memorial Harbor.

1.1.2 Site Description

Elk Rapids Harbor operates 263 boat slips; 2 boat ramps accessing the Elk River, the Antrim Chain of Lakes, and East Arm Grand Traverse Bay; and harbor facilities including fuel docks, bathroom and laundry facilities, and public grill and picnic areas.

1.1.2.1 Location

The site is located at 129 N Cedar Street, Antrim County, Elk Rapids Michigan. Elk River and commercial properties are located east of the site; fishing piers along the Elk River are located north of the site; the East Arm Grand Traverse Bay is located west of the site; and the Elk Rapids District Library is located south of the site.

1.1.2.2 Description of Threat

The release of the unknown quantity of diesel fuel into the harbor is a potential threat to public health and the environment. There is also the potential for the fuel to migrate to the East Arm of Grand Traverse Bay, further endangering public health and the environment.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

EPA OSC along with the Superfund Technical Assessment Response Team (START) contractor and the United States Coast Guard (USCG) investigated the release and discovered the potential liable party to be a privately owned boat docked at the marina. EPA coordinated with the Elk Rapids Marina Harbor master who had retained Northern A-1 Services to contain and monitor the spill. Upon arrival from USCG Sector Soo later in the day, the PRP, under the direction of the USCG assumed responsibility for the initial and further removal and clean-up of the spill.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

On July 30, 2014, EPA was notified that an unknown quantity of diesel fuel had been released into the water at the Elk Rapids Edward C. Grace Memorial Harbor. EPA and MSG START personnel mobilized to the

site and conducted response activities.

At approximately 7:00 AM on July 30, 2014, harbor personnel reported a fuel odor and observed a sheen in the water covering the majority of the southwestern portion of the harbor out to the pier heads. This was confirmed by a witness statement from fishermen who left the harbor at 6:20 AM. The harbormaster (Eric Crissmon) arrived at 7:30 AM and notified the Elk Rapids Fire and Police Departments about the spill. Oil absorbent booms were placed by harbor personnel in the water in the vicinity of the fuel dock and incrementally moved eastward from 7:30 – 9:00 AM as the sheen area was contained to the eastern edge of the harbor between slips 25 through 58. The oil absorbent boom was removed at approximately 9:00 AM and harbor personnel began clean-up efforts using oil absorbent booms and pads until approximately 11:00 AM. EPA and START personnel observed the extent of visible sheen upon site arrival at 11:00 AM to be limited to this eastern portion of the harbor.

R.W. Mercer Co. of Gaylord, MI was contacted and arrived onsite at approximately 9:30 AM to inspect fuel pumps at the fuel dock. Their inspection found no evidence of leaking fuel. The harbormaster suspected the fuel was spilled from a vessel with the name 'Meander' which left harbor for Leeland at approximately 6:30 AM, however after conducting an interview with the owner, it was determined that this vessel was likely not the source.

According to witness testimony offered by a harbor patron docked at slip 39, the vessel docked at slip 57 was observed to have its blowers running excessively and there was a noticeable diesel odor at approximately 8:30 PM the previous evening (July 29, 2014). He also noticed a considerable amount of sheen and product in the water the next morning (July 30, 2014) at approximately 8:00 AM.

Northern A-1 Services of Kalkaska, MI arrived onsite at approximately 11:30 AM to conduct containment and cleanup activities at the request of the harbormaster. EPA along with START personnel and the harbormaster conducted an interview with the owner (Gary Collier of Traverse City) of the vessel at slip 57 (registration no. MC 7819TH). He confirms that the vessel blowers were running the previous night and he did not notice any evidence of leaking fuel that night or when he left the morning of July 30, 2014 at approximately 6:00 AM. However, upon his arrival to the vessel at approximately 12:45 PM, he discovered that an estimated 20-30 gallons of diesel fuel was apparent in his bilge tank and that his port fuel tank was empty (leaving the vessel visibly listing to the starboard side). During the interview, a fresh sheen of fuel was observed in the water near this vessel.

Lieutenants Shay and Coonan of the United States Coast Guard (USCG) arrived onsite at approximately 1:05 PM and were briefed by EPA and START personnel. USCG assumed jurisdiction of the incident, interviewed Gary Collier, and issued a Notice of Federal Interest. It was determined that the source of the diesel spill was most likely Mr. Collier's vessel and he agreed to assume the contract for Northern A-1's services. USCG collected samples of the diesel fuel within the vessel's bilge tank and Northern A-1 used a vacuum truck to remove the fuel. Response activities and oversight responsibility were transferred to USCG and EPA and START personnel left the site at approximately 2:35 PM.

2.1.2 Response Actions to Date

Oil absorbent booms were utilized by harbor personell and Northern A-1 to contain the plume and the PRP contracted directly with Northern A-1 under the direction of the USCG to continue cleanup efforts after EPA's involvement. START conducted air monitoring during the investigation and initial removal actions and no levels above background were observed.

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

The PRP is Gary Collier of Traverse City owner of the vessel docked at slip 57 (registration no. MC 7819TH). The USCG issued a Notice of Federal Interest to Mr. Collier.

2.1.4 Progress Metrics

<i>Waste Stream</i>	<i>Medium</i>	<i>Quantity</i>	<i>Manifest #</i>	<i>Treatment</i>	<i>Disposal</i>
OIL	liquid	2 gal			

Regional Metrics		
This is an Integrated River Assessment. The numbers should overlap.	Miles of river systems cleaned and/or restored	NA
	Cubic yards of contaminated sediments removed and/or capped	NA
	Gallons of oil/water recovered	
	Acres of soil/sediment cleaned up in floodplains and riverbanks	na
Stand Alone Assessment	Number of contaminated residential	

	yards cleaned up	
	Number of workers on site	5
Contaminant(s) of Concern		
Oil response Tracking Not oil		
Estimated volume	Initial amount released	na
	Final amount collected	na
CANAPS Info	FPN Ceiling Amount	na
	FPN Number	na
	Body of Water affected	na
Administrative and Logistical Factors (X where applicable)		
o Precedent-Setting HQ Consultations (e.g., fracking, asbestos)	o Community challenges or high involvement	o Radiological
o More than one PRP	o Endangered Species Act / Essential Fish Habitat issues	o Explosives
o AOC	o Historic preservation issues	o Residential impacts
o UAO	o NPL site	o Relocation
o DOJ involved	o Remote location	o Drinking water impacted
o Criminal Investigation Division involved	o Extreme weather or abnormal field season	o Environmental justice
o Tribal consultation or coordination or other issues X	o Congressional involvement	o High media interest
o Statutory Exemption for \$2 Million	o Statutory Exemption for 1 Year	o Active fire present
o Hazmat Entry Conducted – Level A, B or C	o Incident or Unified Command established	o Actual air release (not threatened)

2.2 Planning Section

2.2.1 Anticipated Activities

PRP to continue containment and removal of contaminated water.

2.2.1.1 Planned Response Activities

Not Applicable

2.2.1.2 Next Steps

Not Applicable

2.2.2 Issues

Nothing to report

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

No information available at this time.

3. Participating Entities

3.1 Unified Command

3.2 Cooperating Agencies

United States Coast Guard (USCG)

Elk Rapids Marina HarborMaster

4. Personnel On Site

EPA OSC (1 personnel)

START (2 personnel)

USCG (2 personnel)

Northern A-1 (1 vacuum truck, 3 personnel)

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5. Definition of Terms

No information available at this time.

6. Additional sources of information

No information available at this time.

7. Situational Reference Materials

No information available at this time.