

**LUMMI NATION
SPILL PREVENTION AND RESPONSE CAPABILITY
DEVELOPMENT**

2010 Annual Synthesis Report



Prepared For:
Lummi Indian Business Council

Prepared By:
Water Resources Division
Lummi Natural Resources Department

January 2010

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Introduction

Large amounts of crude oil, petroleum products, and other hazardous materials are transported and stored near the Lummi Indian Reservation. These hazardous materials are transported by ships, pipelines, trucks, and railroad and are used, produced, and/or stored throughout the Reservation area, particularly in the Cherry Point Heavy Impact Industrial Zone immediately north of the Reservation boundary. Accidents, equipment failure, and human error have the potential to result in large spills and disastrous human and environmental consequences. Many of these hazardous materials are toxic to people and animals if inhaled or contacted. Oil and chemical spills or releases to waters on or adjacent to the Reservation have the potential to threaten public health and safety and destroy some of the most productive and valuable ecosystems in the world. Spills or releases of petroleum products, chemicals, or other hazardous materials to land can threaten public safety, public health, and the environment. To date, there has not been a large hazardous material spill on the Reservation that has impacted Lummi Nation Waters. However, future residential and economic growth on the Reservation, in the adjacent Cherry Point Heavy Impact Industrial Zone, and in areas upstream from the Reservation will increase the risk of a hazardous material emergency on the Reservation.

Because of the potential consequences, it is important for the Lummi Nation to develop and implement a plan to effectively respond to a hazardous material spill or release on or adjacent to the Reservation. The Lummi Natural Resources Department has been actively developing spill response capabilities since the mid-1990s and completed the Lummi Nation Spill Prevention and Response Plan in October 2005 (LWRD 2005). Continuing efforts to develop spill prevention and response capabilities include staff training and spill response drills, equipment upgrades, planning, research, and public outreach. These efforts contribute to achieving the Lummi Nation goals of protecting the public health and safety of Reservation residents and protecting treaty rights to fish and gather throughout all usual and accustomed areas. These activities also contribute to achieving the EPA strategic goals of clean and safe water and healthy communities and ecosystems.

This annual synthesis report is a summary of the Lummi Nation spill prevention and response capability development activities conducted during the January 1, 2010 through December 31, 2010 period. The activities are divided into the following categories: Staff Training and Oil Spill Response Drills, Equipment, Oil Spill Response Incidents, Public Outreach, and Data Collection/Research.

Spill Prevention and Response Capability Development Activities

1. Staff Training and Oil Spill Response Drills:

Spill prevention and response training for staff members is conducted through both dedicated classes and through table-top and boom deployment exercises. The staff members identified below attended the following training programs, workshops, or oil spill response drills during 2010. Agendas or lists of training topics were transmitted to the EPA as part of semi-annual progress reports and are not being transmitted as part of this annual synthesis report.

- a) On February 2, 2010, nine members of the Lummi Nation Spill Response Team either participated in or were observers during the “Worst-Case” scenario spill drill conducted by the neighboring ConocoPhillips refinery. Lummi Nation Spill Response Team members participated in the Unified Command, Operations Section, and the Planning Section of the Incident Command System (ICS). Attendees: Leroy Deardorff, Gregg Dunphy, Jeremy Freimund, Merle Jefferson Sr., Victor Johnson, Monika Lange, Lizzie Oberlander, Jean Snyder. See attached memorandum
- b) On July 30, 2010, 19 members of the Lummi Nation Spill Response Team conducted an Oil Spill Response Drill with boom deployment on Portage Island. Attendees: See attached memorandum.
- c) On October 15, 2010, four members of the Lummi Nation Spill Response Team participated in a BP Oil Refinery “worst-case” table top exercise. Attendees: Leroy Deardorff, Jeremy Freimund, Frank Lawrence III, Ron Tso
- d) On October 29, 2010, 16 members of the Lummi Nation Spill Response Team conducted an Oil Spill Response Drill with boom deployment at the tide gates of the Seapond Aquaculture Facility Dike. Attendees: See attached memorandum
- e) National Incident Management System (NIMS), An Introduction, December 14, 2010. Attendee: Monika Lange
- f) National Incident Management System (NIMS), An Introduction, December 21, 2010. Attendee: Jamie Mattson
- g) National Incident Management System (NIMS), An Introduction, December 30, 2010. Attendee: Gerald Gabrisch

2. Equipment:

- a) The spill response boat “MV Responder” underwent welding modifications to improve its functionality.
- b) Consumable items (sorbent pads, sorbent booms) were restocked as necessary.

3. Oil Spill Response Incidents:

- a) On March 8, 2010, Water Resources Division staff responded to a report of a motor oil spill associated with a sunken boat within the Seapond Aquaculture facility on the Lummi Reservation. Sorbent boom was deployed to contain the oil and the sorbent pads used to recover and dispose of the oil. Approximately 200 sorbent pads, two bales of sorbent boom, and four large heavy duty clear plastic bags were used to clean up the spill (see attached memorandum).
- b) On May 5, 2010, Water Resources Division staff responded to a reported hydraulic oil spill on undeveloped private property located along Chief Martin Road. Approximately 62 sorbent pads, one large heavy duty clear plastic bag, and four pairs of gloves were used to clean up the spill (see attached memorandum).
- c) On June 1, 2010, Water Resources Division staff responded to a reported diesel fuel spill at a construction staging site along Slater Road. Approximately 42 sorbent pads were used to clean up the spill (see attached memorandum).
- d) On September 3, 2010, Water Resources Division staff responded to a reported hydraulic oil spill from a purse seiner owned by a tribal member at Blaine Marina. Water Resources Division staff provided sorbent pads and assisted with the clean-up (see attached memorandum).
- e) On October 11, 2010, Lummi Water Resources Division staff responded to a report of a sunken crab boat at the fishing dock at Gooseberry Point (see attached memorandum).
- f) On November 10, 2010, Lummi Natural Resources staff responded to a report of a sunken crab boat owned by a tribal member at the Blaine Marina (see attached memorandum).

4. Public Outreach:

The oil spill prevention and response activities were publicized in the community through articles in the Lummi Nation monthly newspaper (*Squol Quol*).

- a) One *Squol Quol* article described the Portage Island Oil Spill Response Drill on July 30, 2010.
- b) One *Squol Quol* article described the Oil Spill Response Drill at the Seapond Aquaculture Facility tide gates on October 29, 2010.

Information about oil spill prevention and response capabilities (e.g., training logs, emergency contact information, equipment list, and the Unified Command Structure for the Lummi Natural Resources Department) were published on the Water Resources Division

page of the new Lummi Natural Resources Department website (<http://lnnr.lummi-nsn.gov/LummiWebsite/Website.php?PageID=67>) in October 2010.

Data Collection/Research:

The Lummi Natural Resources Department staff regularly conducts data collection activities and research in support of the overall departmental mission to protect and restore tribal natural resources. These data collection/research activities support the goals of the oil spill prevention and response capability development by documenting background and ambient conditions. This information will be useful in evaluating the effectiveness of response efforts in the event of an oil spill and to protect public health and safety.

In addition, the Lummi Water Resources Division has conducted a number of activities that support efforts to prevent and respond to spills including developing and adopting water quality standards, storm water management regulations, and regulations that identify civil fines for activities that negatively impact Lummi Nation Waters. Although some of these data collection/research and related activities are funded through the EPA (e.g., the ambient water quality monitoring program), other data collection and research activities are supported through other funding sources.

Data collection/research activities conducted during 2010 that were focused on quantifying the tribal natural resources on tribal tidelands included the following:

- a) The Lummi Intertidal Baseline Inventory (LIBI) was published in March 2010 (<http://lnnr.lummi-nsn.gov/LummiWebsite/Website.php?PageID=77>).
- b) The annual Manila Clam Stock Assessment Survey for 2010 was conducted in Lummi Bay, Portage Spit, Brant Flats, and Brant Island.

Data collection/research activities conducted during 2010 that were focused on developing regulations included the following:

- a) On June 15, 2010 the LIBC adopted four new regulations to implement the Lummi Nation Water Resources Protection Code (Title 17): Well Construction Standards for Wellhead Protection, Storm Water Management Regulations, Wetland Management Regulations, and Civil Fines Assessment for Violation of Lummi Code of Laws Title 17.

Reference:

Lummi Water Resources Division (LWRD). 2005. Oil Spill Prevention and Response Plan. Prepared for the Lummi Indian Business Council. October

ATTACHMENTS

ATTACHMENTS

INTEROFFICE MEMORANDUM

TO: MERLE JEFFERSON SR., EXECUTIVE DIRECTOR, LEROY DEARDORFF, ENVIRONMENTAL DIRECTOR, JEREMY FREIMUND, WATER RESOURCES MANAGER

FROM: MONIKA LANGE, NATURAL RESOURCE ANALYST

SUBJECT: CONOCOPHILLIPS WORST CASE SPILL DRILL 02/02/10

DATE: 3/11/2010

CC: LIZZIE OBERLANDER, SHELLFISH MANAGER

The purpose of this memo is to summarize the spill drill LNR staff attended on February 2, 2010.

The exercise was a one-day command post exercise of an incident encompassing a simulated oil spill of about 60,000 barrels of crude oil at the ConocoPhillips refinery in Ferndale. For details of the simulation see the attached exercise manual and the Incident Briefing Map/Sketch (ICS 201-1). The location of the drill was the Best Western Lakeway in Bellingham.

Lummi Natural Resources Department Participants:

Merle Jefferson	Tribal On-Scene Coordinator (8:00am to 12:00pm)
Leroy Deardorff	Observer (8:00 am to 12:00 pm), Tribal On-Scene Coordinator (12 pm to 3:30 pm)
Jeremy Freimund	Liaison Officer
Gregg Dunphy	Observer/Environmental Planning Unit
Jean Snyder	Observer
Monika Lange	Observer
Victor Johnson	GIS support (see attached map), Observer
Gerald Gabrisch	Remote GIS support (at LNR office)
Lizzie Oberlander	Observer

Merle, Leroy, Jeremy, Jean, Gregg, and I signed in to the drill at 8 am. Merle, Leroy, and Jeremy were assigned to their respective ICS posts and actively took part in the simulation. Monika and Jean observed. Jason Stowell, ConocoPhillips, facilitated the attendance of several command meetings for us that were closed to active attendance. Merle had to leave at noon and Leroy took over as the Tribal On-Scene Coordinator. Lizzie and Victor joined the drill in the afternoon as observers. Jeremy had contacted Victor earlier in the day to provide GIS support (see attached map). We concluded our attendance at about 3:15 pm.

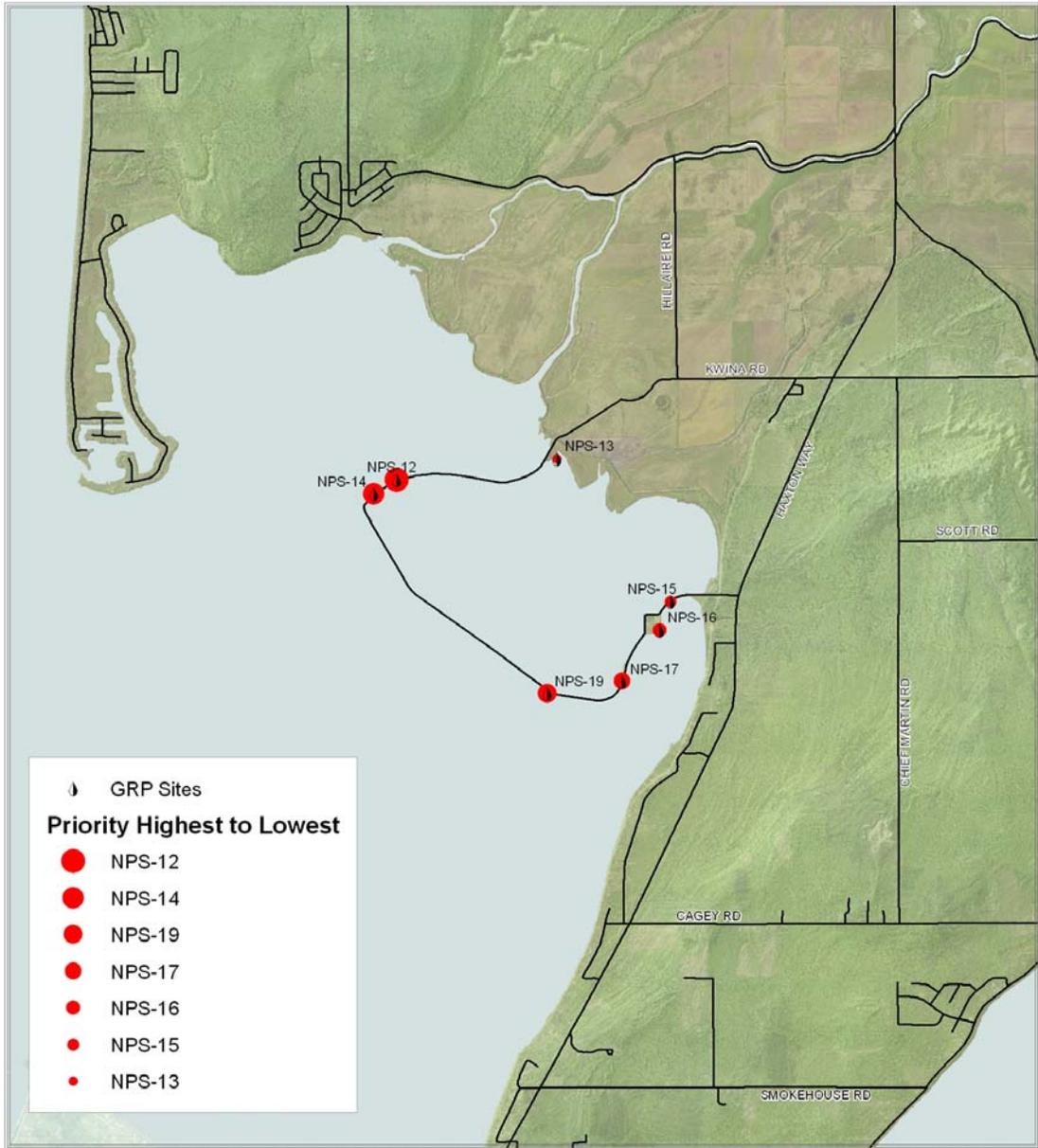
1. General Comments

- a. Participation. There were several comments from other attendees that the Lummi tribal participation was appreciated.
- b. Lines of information between responding agencies/corporations and Lummi can be improved.
- c. Extensive use of jargon and acronyms impede communication even for experienced participants

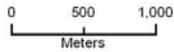
- d. Lizzie suggested to acquire booms for in-takes at the hatchery in case oil breaches the tidegates or gets transported with waves over the dike.

New possible partners for cooperation in emergencies:

- a. Puget Sound Naval Shipyard & IMF, Bremerton: Information exchange and possible common spill drills: Lawrence Edwards, Casualty Preparedness Branch Head; Patsy Masino
- b. Whatcom Unified Emergency Management: Cooperation between the City of Bellingham and Whatcom County; submitted Lummi Emergency Call Down List to Andy Day, Assistant Fire Chief, City of Bellingham
- c. United State Coast Guard: offer training; Erin Roberts, Lieutenant Junior Grade



**Oil Spill Drill ConocoPhillips
02/02/2010**



Cartography: Victor "Turtle" Johnson, victor@lummi-nsn.gov
Datum, Projection, Coordinate System: NAD83 UTM 10 N

Lummi Nation GIS Department makes no claim as to the accuracy, completeness, or content of any data contained herein.
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INTEROFFICE MEMORANDUM

TO: MERLE JEFFERSON SR., EXECUTIVE DIRECTOR, LEROY DEARDORFF, ENVIRONMENTAL DIRECTOR, JEREMY FREIMUND, WATER RESOURCES MANAGER

FROM: MONIKA LANGE, NATURAL RESOURCE ANALYST

SUBJECT: **PORTAGE ISLAND BOOM DEPLOYMENT DRILL, 7/30/10**

DATE: 8/5/2010

CC: RALPH JEFFERSON, CHIEF OF POLICE, LINDA DELGADO, SALMON ENHANCEMENT MANAGER, LIZZIE OBERLANDER, SHELLFISH HATCHERY MANAGER

This memo summarizes the spill drill that LNR staff and Natural Resources Commissioners held on Friday, July 30, 2010.

The exercise was a one-day spill drill with boom deployment. The goal of the drill was to deploy 1,000 feet of boom at NPS 28 and NPS 31 respectively (Portage Island) and to practice an on-water oil containment strategy where a 500-foot boom is deployed in an U-shape by two boats. NPS 28 and 31 had not been tested by LNR before and the spill drill was intended to also practice the logistics of deploying from Portage Island, which is only vehicle-accessible via the tombolo at tides of -3 feet.

The following LNR staff, LNPD staff, and Natural Resources Commissioners participated in the drill:

Leroy Deardorff, Environmental Director
Jeremy Freimund, Water Resources Manager
Ralph Jefferson, Police Chief LNPD
Linda Delgado, Salmon Enhancement Manager
Lizzie Oberlander, Shellfish Hatchery Manager
Robin Wilson, Commissioner
Richard S. Solomon, Commissioner
Frank Lawrence III, Water Resources Planner I
Jamie Mattson, Water Resources Specialist I
Jean Snyder, Water Resources Specialist II
Victor Johnson, GIS/Water Resources Specialist III
Monika Lange, Natural Resources Analyst
Rich Hart, LNPD
Jay Martin, LNPD
Sgt Edward Conway, LNPD
Ryan Vasak, Hatchery Biologist
Carl Lawrence, Shellfish Technician
Bill Revey, Assitant Samon Hatchery Manager
Ernest Jefferson, Crew Foreman
Michael Wright, Shellfish Intern

The Marine Spill Response Corporation (MSRC) provided two observers. One of the observers was present for the pre-meeting and both observed the boom deployment from their vessel, the Grebe providing comments and suggestions regarding the deployment. The two MSRC participants were:

Dan Klinnert
Jesse McCully

The drill began with a pre-meeting held in the Sam Cagey room at the LNR. Jeremy gave an introduction to the Incident Command System (ICS) and encouraged the participants to take the ICS and NIMS online training offered by FEMA. He outlined the scenario and the goals for the day. In the scenario a barge had run aground in the fog, which reflected the actual weather in the morning of the spill. The scenario included a response by the refineries, the Coast Guard, and professional responders like MSRC, and the Unified Command established off-Reservation. According to the scenario, the Unified Command assigned the Lummi Spill Team the responsibility to deflect oil from the shores by deploying at NPS 28 and NPS 31. Leroy took on the role of the Operations Section Chief and Jeremy the role of Operations Section Deputy. Cell phone numbers were exchanged and channel 80A identified as the VHF radio communications channel. The pre-meeting lasted from 9:10 to 10:00 am.

After the pre-meeting, the Responder crew (Frank, Jamie, Victor, Jean) readied the Water Resources Division spill response boat (Responder) and launched the boat from Fishermen's Cove together with Robin and Richard. The LNPD boat launched from the same location. Leroy and Jeremy towed the Lummi Spill Response Trailer to Portage Point. All other participants met directly at Portage Point and helped to ready the boom. The Responder first ferried a shore crew to the location of NPS 28 and then returned to Portage Point to tow the boom from the beach directly from the trailer. The MSRC boat arrived from Bellingham and picked up the remaining participants from Portage Point where they initially became observers on the boat.

At the location of NPS 28 on Portage Island, the shore crew identified an anchor point for the boom. A T-Post fence post was driven into the beach but proved to be not strong enough to hold 1,000 feet of boom (it bent). The boom was also anchored to drift logs (see images below).

The Responder crew deployed and anchored the boom in the deflection position within 15 minutes after the shore anchor had been secured. A midpoint anchor was set 5 minutes later. The deployment maneuvers took into account that the boats could not cross the assumed advancing oil line. For the next practice run, the boom was released from all of the anchor points. Frank joined the police boat crew (Ralph, Ed, Jay, Rich) and supported them in arranging the boom in the previous location. The police boat, which was the smaller of the two existing police boats, was running at capacity in order to manage the drag of the boom. It was noted that the bigger police boat would be needed for future deployments.

The shore crew, the boat crews, and the observers then met on the beach for a lunch break and a de-briefing session.

The following points were discussed:

- MSRC advised to snake up the boom to have less drag especially for smaller boats to tow, and to install another anchor point on the beach at the water line to prevent the boom from dragging over the beach and riding up, and thereby creating a void that oil could pass under. This approach also lessens the tension on each beach anchor point. The MSRC observers also pointed out that the nylon rope currently used for the anchors is not a good choice because it floats, which could result in entanglement with the boat motors, and stretches when wet.
- The shackles and carabiner hooks added to the anchors and anchor floats made it easier to anchor the boom but it was noted that the anchor points on the boom also need shackles.
- The anchor points on the boom are hard to find on the water. Merle had suggested to mark them, and it was agreed that painting them would be the most practical. This has to be done at a later date when the boom is dry.
- Frank also suggested to mark the anchors (e.g., drift logs) on land that are used in the spill drills so that they would be easy to identify in an actual spill situation.
- More drills in different weather situations as well as surprise drills were suggested by Frank, Jamie, and Linda. Frank also suggested to train for more speedy deployment.
- Ralph cautioned the team that the drills could endanger people and that safety had to come first. Jeremy also pointed out that booms are only effective in very restricted weather and current situations and that other weather situations might not be realistic boom deployment scenarios. In addition, the focus of the drills is to safely master the mechanics of boom deployment.
- Jamie and Ryan pointed out that more communication between the teams and more radios were needed.
- Ryan suggested to only connect boom segments to a length of 1,000 feet on the trailer, as this is maximum length that will be deployed. This way, the boom segments don't have to be counted out at an emergency deployment or another drill, and time will be saved.
- Several participants emphasized the importance of getting fishermen involved in the spill response training. Funding would be needed to compensate the fishermen for their time.
- Linda pointed out that the spill drills should be advertised in the Squol Quol to inform the public and to get more fishermen involved. She also suggested to have a video team from the communications office on site for the next drill.
- Linda also suggested that participants pair up for safety (i.e., the buddy system).

After the de-briefing, the observers from the boat exchanged places with the shore crew and the Responder detached 500 feet of boom from the deployed boom. The Responder and the police boat each captured one end of the boom and deployed the boom between the vessels in a U-shape (see

images below). This containment strategy allows a skimmer to collect the corralled oil from the water surface. The time was already too advanced to try another deployment at NPS 31.

After practicing the on-water containment for approximately 10 minutes, the Responder disengaged. The remaining boom was fastened again to the Responder and unmoored from the shore anchor. Both boats towed 500 feet of boom back to Portage Point. The observers and shore crews either ferried back with the boats or walked across the tombolo to load the boom back into the trailer. The boom trailer was loaded by 2:50 pm.

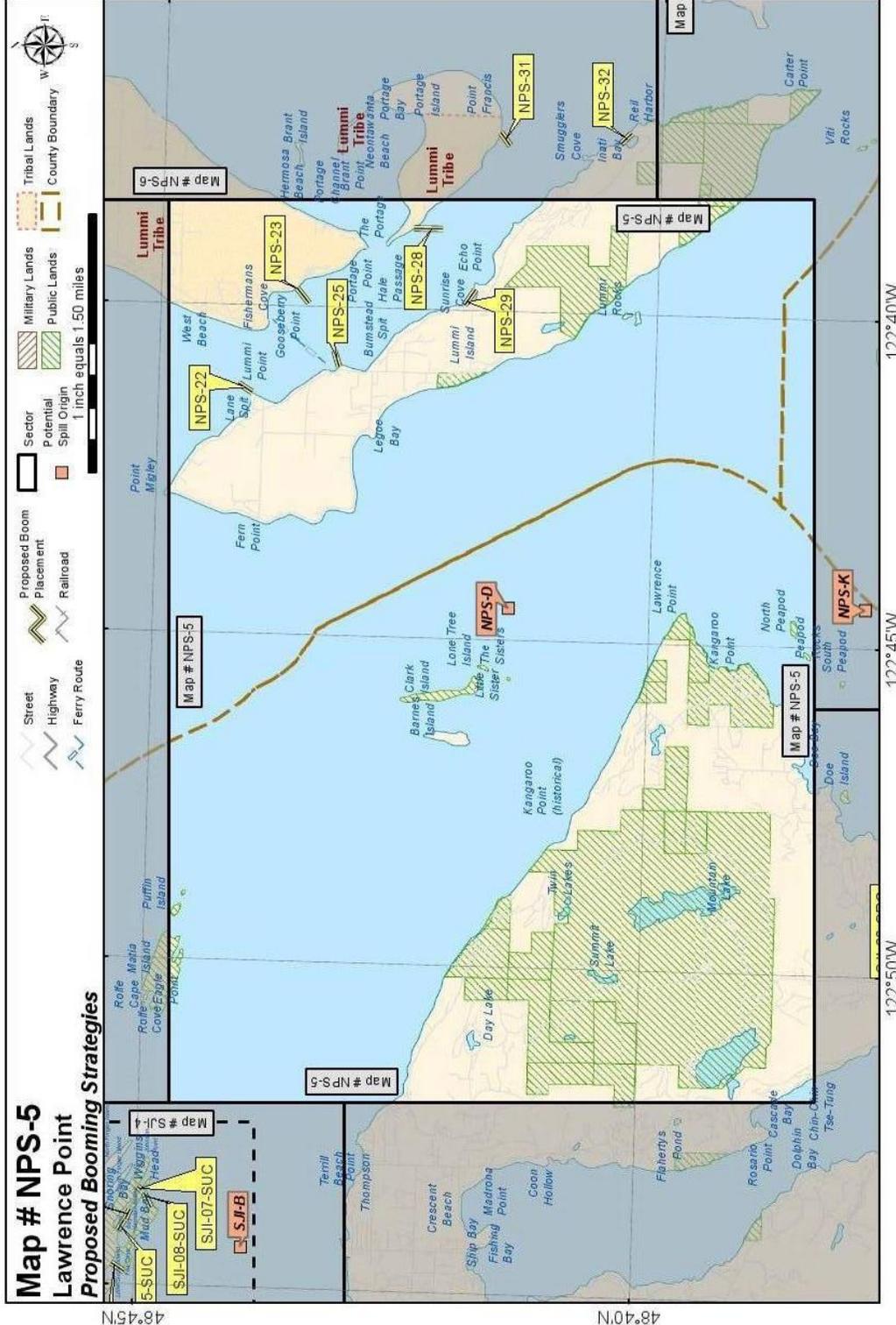
After parking the Spill Response Trailer, and storing the Responder equipment and the boat, the spill drill was finished at approximately 4:00 pm.

Ken Schacht from MSRC sent an email on Monday, August 02, 2010, conveying that the MSRC observers judged the spill drill to have been executed safely and professionally.

The goal of the LNR Spill Response Team is to hold at least one more spill drill during 2010, testing the deflection strategies that defend the tidegates into the Seapond. The Water Resources Division is also working towards organizing HazMat 24-hour technician training for new employees, other employees and commissioners who need a refresher course, and possibly for fishermen if additional funding can be identified to pay a stipend for the fishermen.

Equipment Needs Identified:

- The brake and blinker lights for the boom trailer did not work and need to be repaired
- Shackles for the anchor points should be considered but this could negatively impact boom storage and deployment
- Paint to mark the anchor points on the booms
- New rope for anchors
- 1 or 2 additional VHF radios
- Replenish pads that have been used up in recent minor on-land spills
- Larger motor for the LNPD boats and modifications including a centrally located tow port



North Puget Sound (NPS) GRP, Version 1.00

Portage Island Westside

NPS-28-Average

4-128

Site Lat/Long: N 48° 42.332' / W 122° 38.771', Sector Map NPS-5

Strategy Objective: Collection - Collect oil on shore; use vac truck to remove oil.

Implementation: Deploy boom from shore, angle to use currents to collect oil at shore for vac truck. Adjust angle and anchors based on real-time conditions. Currents and winds can be strong in this area. All heavy equipment must remain on road or hardened surface.

Field Notes: Vehicle access to Portage Island is possible when the tidal elevation is + 3.0 ft MLLW.

Resources Targeted: tribal lands/resources

Watercourse Description: Puget Sound, open area, currents and winds can be very strong



Suggested Equipment	
Quantity	Description
1000 ft	B2 - Contractor Boom
3 each	Danforth(s) or other appropriate anchor
6 each	Stake(s)
1 each	Vac Truck(s)
2 each	Work Boat(s)
Suggested Personnel	
2	Boat Operator (s)
2	Laborer (s)

Status: Visited and Not Tested 07/31/2008

North Puget Sound (NPS) GRP, Version 1.00

4-128

General

Overview Map

Priorities

Sector Map

Matrices

Access

Strategy

Staging



Loading the Responder, Spill Container in Background



Launching the Boom from Portage Point



The Responder Towing 1,000 feet of Boom from the Trailer



The Responder Towing the Boom to NPS 28



The Shore Crew Landing the Boom



Shore Anchor. Bent T-post on far Left



Deployed Boom at NPS 28



Deployed Boom from Shore



MSRC Grebe with Observers



Police Boat Deploying Boom



Debriefing on Shore



Debriefing with Deployed Boom in Background



Responder and Police Boat Deploying open-water containment strategy using 500-ft Boom



Boom in U-Shape for Open-Water Oil Collection



Boom Anchor



Boom Storage



Boom Storage



Applying the Tarp

INTEROFFICE MEMORANDUM

TO: MERLE JEFFERSON SR., EXECUTIVE DIRECTOR
LEROY DEARDORFF, ENVIRONMENTAL DIRECTOR
JEREMY FREIMUND, WATER RESOURCES MANAGER

FROM: MONIKA LANGE, NATURAL RESOURCE ANALYST

SUBJECT: **OCTOBER 29, 2010 TIDE GATES BOOM DEPLOYMENT DRILL (NPS-17)**

DATE: 11/2/2010

CC: RON TSO, CHIEF OF POLICE
LINDA DELGADO, SALMON ENHANCEMENT MANAGER,
LIZZIE OBERLANDER, SHELLFISH HATCHERY MANAGER

The purpose of this memorandum is to summarize the spill drill that took place on Friday, October 29, 2010. The exercise was a half-day oil spill response drill with boom deployment. The goal of the drill was to deploy boom strategy NPS-17 of the Geographic Response Plan (GRP) for the North Puget Sound (NPS) region, which protects the tide gates along the Seaponds dike at the clam plant. The smaller Water Resources Division boat (16-foot Harbercraft with 40 hp motor) was used during the drill, as the "Responder" was undergoing modifications at the time. The LNPD used the 22-foot police vessel with a 200 hp motor ("Raider") for the exercise.

The following LNR and LNPD staff participated in the drill:

Jeremy Freimund, Water Resources Manager
Frank Lawrence III, Water Resources Planner I
Jamie Mattson, Water Resources Specialist I
Jean Snyder, Water Resources Specialist II
Monika Lange, Natural Resources Analyst
Sgt Edward Conway, LNPD
Officer Rich Hart, LNPD
Officer Jay Martin, LNPD
Ryan Vasak, Hatchery Biologist
Carl Lawrence, Shellfish Technician
Gregg Dunphy, Forest Fish Manager
Tom Branson, Forestry Manager
Robert Teton, Field Technician
Don Kruse, Project Biologist
Hank Harlin, Field Technician
Tom Morris, Jr., Field Technician
Tabitha Jefferson-Ayosa, Shellfish Hatchery Intern

Two staff members from the Marine Spill Response Corporation (MSRC) also participated (Dan Klinnert and Chad Huntley) and provided comments, suggestions, and hands-on support during the deployment.

The drill began with a pre-meeting held in the Sam Cagey room at the LNR. Jeremy outlined the scenario and the goals for the day. The scenario was an extension of a worst-case table top drill that

was held at the BP Cherry Point Refinery on October 15, 2010. Jeremy, Leroy Deardorff, Frank Lawrence III, and Ron Tso had participated in the BP refinery drill. In the scenario, a crane tipped over along the access road to the BP pier and punctured a pipeline. The hypothetical event occurred at 6:30 am and 25,000 barrels of Alaska North Slope (ANS) crude were spilled. As part of the tribal response in the drill scenario, the LNR Director responded to the BP refinery and was participating in the Unified Command as the Tribal On-Scene Commander (TOSC). The TOSC had directed Jeremy to coordinate the tribal implementation of the Incident Action Plan that the Unified Command had approved. Frank Lawrence III was to direct the boat operations. The scenario projected the oil to move into the Lummi Bay with the tides the next day. NPS 17 was to be deployed in advance to take advantage of the higher tides. A 9-foot tide was projected for 12 pm. The area can only be accessed by boat when a 8-foot-plus tide is present.

The goals of the drill were:

1. Determine if NPS-17 can be accomplished using 500 ft of boom rather than 600 ft as called for in the GRP.
2. Determine which is faster – to fix the ramp and deploy a boat from the Seaponds dike or launching a boat from Gooseberry Point.
3. Determine actual time to deploy NPS-17.

A visit to the launch site two days before the drill had revealed the fact that the boat launch site would have to be altered to launch a boat. A contingent of the participants was assigned to prepare the launch site, which is south of the tide gates, while others would prepare the boom for deployment on the north side of the tide gates. A safety briefing was provided. Cell phone numbers were exchanged and Channel 80 identified as the VHF radio communications channel. The boat crews were assigned to prepare their vessels. The pre-meeting lasted from 9:15 to 9:45 am.

The Harbercraft arrived at the launch site along the Seaponds Dike at 10:24 am, the same time that the police vessel arrived on the water at the site. The police vessel launched from Gooseberry Point because the launch site at the tide gates is only usable for small crafts. Preparing the launch ramp involved the rearrangement of rocks and was completed in about 10 minutes. It was agreed that a permanent repair (e.g., a load of quarry squall) would not be effective as the area is affected by winter storms. The new LNR Water Resources Division truck (Nissan Titan) proved able to handle the steep launch site and the Harbercraft easily and the boat was launched by 10:29 am.

The Harbercraft crew started to tow the boom from the trailer by 10:40 am and all 500 feet of boom were off the trailer and on the water by 10:47 am. The tow bridle attached to one end of the boom was walked to a wooden barge/dock close to the tide gates and tied off to a piling. A guide line was also attached to the anchor point on the first boom segment and secured to a piling. By 10:57 am the other shore anchor south of the tide gates close to the boat launch site was established. For this shore anchor, the tow bridle for the boom was tied off to a piece of exposed rebar on the Seapond dike and a guide line attached to the anchor point on the first segment of the boom. This arrangement had been recommended by MSRC since it eases the strain on the individual anchor points and prevents the ends of the boom from riding up the shoreline allowing oil to pass underneath.

The off-shore anchor that fixes the boom into a triangle shape was set at 11:08 am, or approximately 28 minutes after the start of the boom deployment.

At 11:25 am, the crew interrupted the drill for lunch and a de-briefing. The following points were discussed:

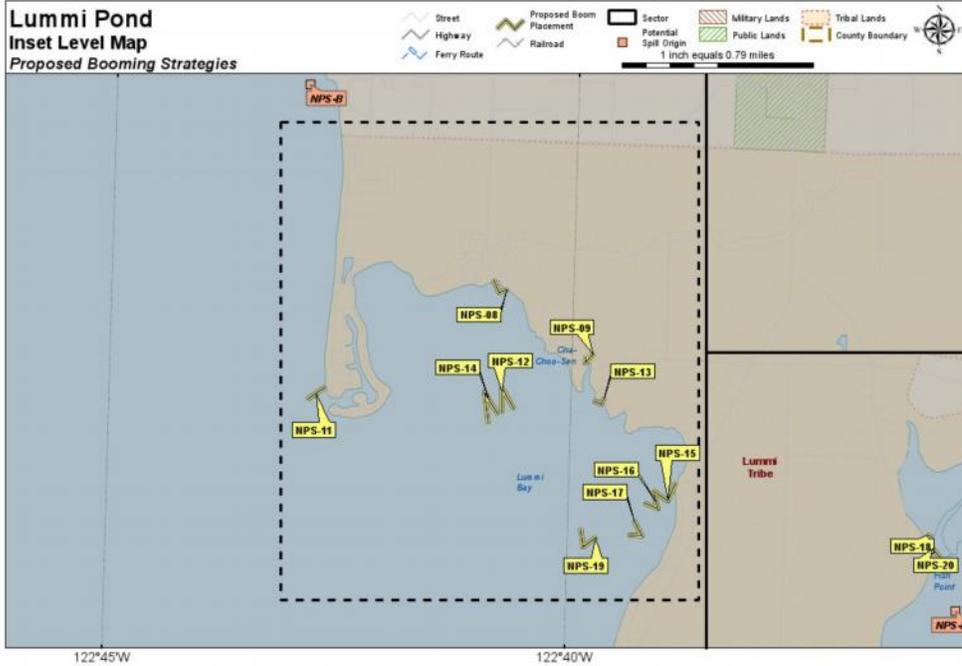
- The guide lines that were attached to the anchor points of the sections of boom closest to the shore worked well.
- MSRC pointed out that a small section of sorbent boom could be used to lock the floating eelgrass present at one anchor point into place to form an extra barrier.
- MSRC suggested that a double boom arrangement should be used for this site, where a longer boom is placed outside of the 500-foot boom for stronger protection of this critical Seapond infrastructure.
- Although the shore anchoring was easily accomplished, repositioning shore anchor points such as ecology blocks should be considered.
- The boom trailer launch point at the parking lot of the clam plant worked well.
- In the morning, a car was in the process of parking in front of the Harbercraft when the crew arrived to ready the boat. It was suggested to add “No Parking” markings on the pavement in front of the boat to prevent this from happening in the future.

At 12:10 pm, the LNPd crew raised the off-shore anchor and towed the boom to the north shore anchor and started to re-deploy the boom. The south shore anchor was re-established by 12:20 pm and the off-shore anchor was set by 12:30 pm. The anchor was raised a second time by the Harbercraft and reloading of the boom started at 12:40 pm and was finished by 12:50 pm. At approximately 2 pm, all vessels and equipment were stored away and the drill finished.

The drill rendered the following results:

1. 500 feet of boom are adequate to deploy NPS-17. A double boom strategy was suggested by MSRC.
2. Fixing the ramp and deploying the Harbercraft from the dike took only 5 minutes longer than launching the police vessel from Gooseberry Point and arriving at the site. The police boat and trailer were already attached to the police vehicle, so the police were able to leave for Gooseberry Point immediately after the pre-meeting. In contrast, the Water Resources Division boat and trailer needed to be connected to the Water Resources Division truck and a flat tire on the trailer needed to be inflated before the Water Resources Division boat could leave the tribal center. Considering these delays, it is probably faster to deploy from the Seaponds dike with the smaller boat.
3. The 16-foot Water Resources Division boat was adequate to deploy NPS-17.
4. The boat ramp along the Seaponds dike south of the clam plant could be made suitable for launching the 16-foot Water Resources Division boat within approximately 10 minutes.
5. The deployment time between the end of the pre-meeting and fully deploying NPS-17 was one hour and 20 minutes.

See images on the next pages.



North Puget Sound (NPS) GRP, Version 1.00

- General
- Overview Map
- Priorities
- Sector Map**
- Matricies
- Access
- Strategy
- Staging

Lummi Pond SE-3 NPS-17-Average 4-107

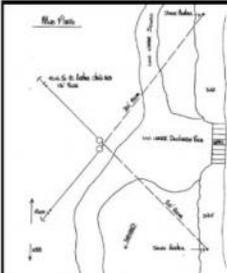
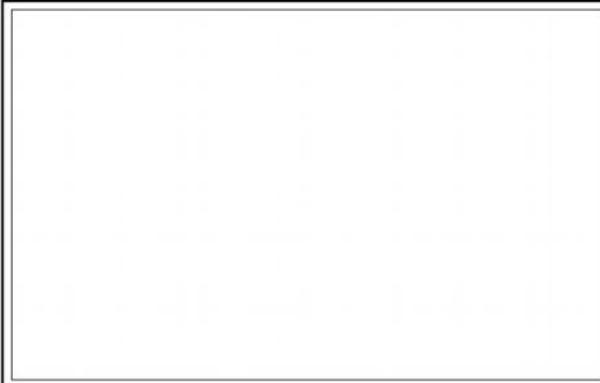


Image-1192: Drawing



Image-1193: SE-3 aerial showing boom.

Site Contact Information
 High Priority - contact immediate or before entering:
 Contact Lummi Nation, (W) 360 384-2266, (M) 360-410-1706, (H) 360 384-2225, First number is for police, second and third is for natural resources dept.



Closest Address:
 98226

Driving Directions:
 Cannot Drive to Site

North Puget Sound (NPS) GRP, Version 1.00

- General
- Overview Map
- Priorities
- Sector Map
- Matricies
- Access
- Strategy**
- Staging

Lummi Pond SE-3 **NPS-17-Average** 4-106

Site Lat/Long:	N 48° 46.432' / W 122° 39.245', Sector Map NPS-4
Strategy Objective:	Exclusion - Keep oil out of pond.
Implementation:	Install Shore anchors either side of tidal gates. Anchor 500'-600' boom in chevron seaward to deflect oil away from gates. (May require substantial off shore anchors to hold chevron)
Site Safety Note:	Sea Pond Dike Rd., is a very bumpy dirt road with large periodic dips.
Field Notes:	You can deploy from the Sea Pond Dike Rd., but you need a vehicle with high clearance.
Resources Targeted:	tribal lands/resources, shellfish
Watercourse Description:	Pond

Suggested Equipment

Quantity	Description
600 ft	B2 - Contractor Boom
3 each	Danforth(s) or other appropriate anchor
2 each	Work Boat(s)

Suggested Personnel

2	Boat Operator (s)
2	Laborer (s)

Status: Visited and Not Tested 07/29/2008



Repaired launch site



Launching the Harbercraft



The Harbercraft towing the boom off the trailer. Police Vessel in background.



Boom tie-off at dock/piling. North shore anchor.



Guide line and eelgrass.



Attaching guide line at anchor point. South shore anchor.



Tow bridle anchored to rebar in dike.



Deployed Boom at NPS 17



LNPD vessel towing boom for re-deployment.



Police vessel setting anchor. Re-attaching guide line.



Loading boom following drill completion.

INTEROFFICE MEMORANDUM

TO: JEREMY FREIMUND, WATER RESOURCES MANAGER

FROM: MONIKA LANGE, NATURAL RESOURCES ANALYST

SUBJECT: **MOTOR OIL SPILL AT THE CLAM PLANT OF THE SHELLFISH HATCHERY FROM A
SUNKEN CLAM BOAT**

DATE: 3/11/2010

CC: MERLE JEFFERSON, EXECUTIVE DIRECTOR, LIZZIE OBERLANDER, SHELLFISH
MANAGER; LEROY DEARDORFF, ENVIRONMENTAL DIRECTOR

This memorandum summarizes the Natural Resources Department's response to a motor oil spill at the dock of the clam plant of the Lummi Shellfish Hatchery on March 8, 2010. You received notification of this spill from Lizzie Oberlander, Shellfish Hatchery Manager, at 09:20 on Monday March 8th. Lizzie reported that a clam boat had sunk overnight at the dock of the clam plant and was releasing motor oil into the Seapond. She requested spill response equipment and staff support from the Water Resources Division. You provided her two bales of sorbent booms (GDS 510) and one bale of sorbent pads (GDS 300), as well as a pitch fork, gloves, and two plastic bags from the spill response locker. You asked Jamie Mattson and Victor Johnson to go to the scene and bring one spill kit from the Water Resources vehicle. You asked me to accompany Jamie and Victor as an observer to handle the incident log and take pictures (see below). The day had changeable weather, 44°F, a snow flurry, and was breezy.

Jamie, Victor, and I joined Lizzie, Zach Lane, Julian Lawrence, and Ralph Solomon at the dock. The boat owner was identified as Johnny Felix. He had been notified by Lizzie via telephone, but was fishing in the vicinity of Tacoma and was not available to assist. By 10:15, sorbent pads were deployed to remove oil from the water. At this time, preparations were under way to hoist the sunken boat out of the water to stop the oil from spilling out. It was unclear if the oil was escaping from the outboard motor or the pump motor on deck. An area of about 100 feet by 20 feet was covered by a film of oil. The water was about 5 feet deep at the dock and the boat deck was just below the water line. Darryn Olson and his nephew, Thomas Olson, arrived with their clam boat to assist in hoisting the boat. The first attempt using the winch on Darryn's boat and the forklift on the dock failed. Ralph then drove the boom truck from the hatchery over to the dock, and with the help of the boom and stabilization from Darryn's boat, the crew was able to lift the boat up by 11:00. The boat was able to float after the water had been pumped out of the hull. At this time it became apparent that the pump motor was leaking the oil. Pads were used to mop up the remaining oil in the boat. Darryn towed the boat to the adjacent launch site at 11:15 and the boat was left on the side of the dike on a trailer. The entire operation took place under Lizzie's supervision.

By 11:35, the sorbent booms had been deployed with the help of Darryn's boat and the spill was contained. Two bales of pads were dispersed on the water, covering about half of the water surface inside the boom. The pads did not absorb the oil immediately, and it was decided to leave the pads for at least two hours in place to give them time to absorb the oil. Lizzie planned on taking her lunch at the dock to remain close. When Jamie and Jean Snyder returned to the dock at 15:00, Zack Lane had already collected the pads from the water with the oil film almost entirely gone. A slight sheen remained around the dock pilings, which contain creosote and always cause a slight sheen according

to Lizzie. Jamie and Jean collected the booms and pads in plastic bags and disposed of them at the DOT Hazardous Waste Site. The pads and booms were lightly soiled and Jamie estimates that considerable less than a quart of oil had escaped from the motor over all. The DOT site contacted Jamie on March 10, 2010, to inform her that the pads and booms could have been disposed of in the regular trash.

Below is an itemization of the time and materials used for this response by the Water Resources Division. It does not include the time and resources of the Shellfish Hatchery staff. The hatchery had planned to pack shellfish that morning to fill an order. They could not proceed until after the spill was removed because the water outlet of the clam plant exits at the dock and would have dispersed the oil farther.

Item	Quantity	Unit Cost	Total Cost
Sorbent pads GDS 300	2 bales (100/bale)	\$34.00	\$68.00
Sorbent booms GDS 510	2 bales	\$67.00	\$134.00
Disposal bags	4	\$1.40	\$5.60
Staff time	2 for 2.00 hr each 1 for 3.00 hr	\$50/hour	\$350
Total			\$557.60

Recommendations

- **Store appropriate equipment.** It might be helpful to have a certain amount of supplies at the Seapond hatcheries. For instance booms would be able to contain a minor spill before it spreads out and becomes more difficult to contain. Lizzie has mentioned before that she would like to have booms to protect the intakes if the tidegates should be breached by oil. I understand that we have a barrel of spill response equipment in the spill container that we can provide Lizzie.
- **Training needs.** The spill response worked well because Lizzie took overall charge of the operation while Jamie was responsible for the coordination of the actual oil removal, and everybody worked well together. It would be good to ensure that all the hatchery staff is also HazMat trained. The 24hr-HazMat Technician Course would be appropriate. We are currently working on having this offered as a class on the Reservation in the next few months.
- **Source containment.** The hatchery staff took charge of removing and thereby containing the source of the oil spill. Future spill training should also include instructions on how to stop an ongoing spill. So far, the emphasis has been on using booms and sorbents to contain and remove an existing amount of oil.

Motor Oil Spill at the Clam Plan of the Shellfish Hatchery, March 8, 2010



1 Sunken Clam Boat, Oil Sheen



2 Hoisting of Boat with Boom Truck



3 Oil Removal in the Boat



4 Towing of Boat, Damage Visible



5 Oil Film on the Water



6 Boom



7 Boom in Place, Sorbent Pads



8 Boomed Area tightened, Sorbent Pads



9 Water After Oil Removal

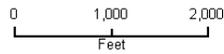


10 Oil Smear on the Sorbent Booms



Oil Spill Location

Total gallons = ~.25
(3/8/2010)



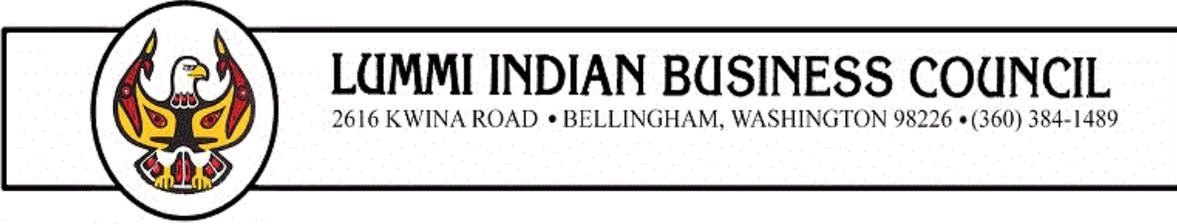
Cartography: Gerry Gabrich geraldg@lummi-ns.n.gov
Datum, Projection, Coordinate System: NAD83 UTM 10 N

Lummi Nation GIS Department makes no claim as to the accuracy, completeness, or content of any data contained herein.

This map is not intended to reflect the extent of land boundaries of the Lummi Reservation. All warranties of fitness for a particular purpose and of merchantability are hereby disclaimed. No part of this document may be reproduced without prior consent of the Lummi Nation.

Any user of this data assumes all responsibility for use thereof and further agrees to hold the Lummi Nation harmless from and against any damage loss of liability arising from any use of this data.





MEMORANDUM

DATE: May 6, 2010

TO: Jeremy Freimund, P.H., Water Resources Manager

FROM: Jamie Mattson, Water Resources Specialist I

SUBJECT: Hydraulic Oil Spill at the Howell Property off Chief Martin Road

Jeremy Freimund informed the Water Resources Division staff of a hydraulic oil spill at the Howell property off Chief Martin Road during a meeting on Wednesday, May 5, 2010. After Jeremy viewed the site it was determined that the spill was not an active spill, but had been on the property for several months. Jeremy requested that the Water Resources Division staff clean up and document the spill.

Victor Johnson and Jean Snyder responded to the hydraulic spill on May 5, 2010 at 15:00. Upon arriving at the site Jean and Victor collected photo documentation of the site (Figure 1) and placed sorbent pads on the spill area. After only a few minutes the sorbent pads were saturated and were removed and placed in a large heavy duty clear plastic bag. More sorbent pads were then placed at the spill site and allowed to saturate over night for removal and further clean up on the following day (Figure 2).

On May 6, 2010, Jamie Mattson and Victor Johnson returned to the spill site to conduct a thorough clean up of the spill area, remove all soiled sorbent pads, and collect photo documentation of the site after clean up of the spilled hydraulic oil (Figure 3). Small amounts of soiled vegetation, the hydraulic oil bucket and hose used at the site, and all of the soiled sorbent pads were all collected for disposal at Disposal of Toxics (DoT) in Bellingham (Figure 4). Approximately 62 sorbent pads, one large heavy duty clear plastic bag, and four pairs of gloves were used to clean up the spill site.



Figure 1. Hydraulic oil spill- pre clean up



Figure 2. Sorbent pads placed on spill site



Figure 3. Site post clean up



Figure 4. Materials disposed of at Disposal of Toxics



MEMORANDUM

DATE: June 1, 2010

TO: Jeremy Freimund, P.H., Water Resources Manager

FROM: Jamie L. Mattson, Water Resources Specialist I

SUBJECT: Diesel Spill at the Friberg Construction Site Located on Slater Road

Jeremy Freimund received a call from Robin Sanford with Friberg Construction, at approximately 10am this morning, to report a diesel fuel spill at the Friberg Construction staging site near 3460 Slater Road located just west of Jordan's Creek ravine. The spill occurred on the north side of Slater Road sometime over the weekend and was a result of diesel fuel spilled after being siphoned from an excavator (Figure 1). It is estimated that anywhere from 1 to 40 gallons of fuel were spilled. Jeremy informed the Water Resources Division staff of the fuel spill during our staff team meeting and requested that the Water Resources Division staff clean up and document the spill.

Victor L. Johnson and Jamie L. Mattson responded to the diesel spill on June 1, 2010 at 10:30. Upon arriving at the site we met with the general contractor Ron Zwick to view the spill location and obtain details about the clean up so far, and also spoke with the Lummi Water and Sewer project coordinator Paul Simplot. The contractor had already placed hay bails and a few sorbent pads along the north ditch to stop fuel from entering Jordan's ravine (Figure 2) and much of the grassy area around the excavator was already cleaned. We observed some fuel in the north ditch and placed an additional 25 sorbent pads along the ditch (Figure 3) to collect any fuel entering the ditch and also cleaned up a small amount of remaining fuel from the excavator tracks at the staging site (Figure 4).

After conducting our clean up and photo documentation we met with Ron Zwick again and asked that he allow the remaining sorbent pads to soak during the day and then remove the pads and dispose of all soiled pads at Disposal of Toxics in Bellingham. Per our request, Ron will fax over a copy of the invoice for disposal of the soiled pads for our records. We also requested that Ron re-stock a supply of sorbent pads in case of another spill as he had used all of his pads for the initial clean up of the site.

Before leaving the spill site, Victor and I walked down to the Jordan's Creek culvert on the south side of Salter Road and did not observe any fuel in the creek. However, it should be noted that some of the fuel likely entered the creek over the weekend as it had rained and the spill was not reported until this morning after a long holiday weekend.



Figure 1. Diesel Fuel Spill Site



Figure 2. Hay Bail on North Side of Jordan's Ravine



Figure 3. Sorbent Pads in North Ditch Looking East



Figure 4. Diesel Fuel in Excavator Tracks

INTEROFFICE MEMORANDUM

TO: MERLE JEFFERSON, EXECUTIVE DIRECTOR, LEROY DEARDORFF, ENVIRONMENTAL DIRECTOR, JEREMY FREIMUND, WATER RESOURCES MANAGER

FROM: MONIKA LANGE, NATURAL RESOURCES ANALYST

SUBJECT: HYDRAULIC OIL SPILL AT THE BLAINE HARBOR DOCK "TRACY LEE III"

DATE: 9/3/2010

CC:

This memorandum summarizes the Natural Resources Department's response to a hydraulic oil spill from the seiner Tracy Lee III at the dock of Blaine Harbor on August 25, 2010. Jeremy Freimund received notification of the spill at 8:15 am from Carl Anderson of the Washington Department of Ecology. Carl Anderson had been notified of the spill by the Blaine Harbor Master. Jeremy was told that there was hydraulic oil on the deck of the boat and that the owner (Connie Montenegro, tribal member) had been notified and was on her way out. Carl reported that the Port had placed a containment boom around the boat and deployed absorbent pads. An oiled sea gull and quantities of dishwashing detergent (Joy) were reported on the deck.

Jeremy sent Jean Snyder and me out with standard spill kits and an educational brochure and directed us to determine if a bigger response was needed and to assist the boat owner. Jean and I took two oil spill kits, half a bail of sorbent pads (GDS 300), a pad-retrieving fork, sorbent "pom-poms", and plastic bags to dispose soiled materials. Jean and I arrived at the dock in Blaine at 9:30 am. The registration number of the boat is WN 832 XWL. The oil was partly contained with a containment boom around the boat. More oil (rainbow sheen) was spread out over 6-8 berths of the dock. About 10 sorbent pads were on the water inside and outside of the boom. Neither the owner-representative nor anybody else was present when we arrived. We did not enter the boat nor the skiff that was tied up to it, but we could see the detergent bottles on deck, and saw containers placed under the hydraulic systems on the cabin wall and at the sides of the drum. The deck seemed to be wet from recent fishing but also looked oily. The weather was sunny, 71F, with a light breeze.

During our initial telephone report, Jeremy said that he was working with Merle Jefferson, Randy Kinley, Leroy Deardorff, and Alan Chapman to contact the owner and instructed us to wait for the owner-representative and to help with deploying the sorbent pads. During a subsequent telephone call, Jeremy instructed us to bring out some of our sorbent pads on the worst places, as the owner-representative had not arrived yet (10:10 am). Jeremy informed us that the Harbor Master's Assistant would meet us at the boat. We placed about 25 sorbent pads around the boat.

Tony Flaherty (Blaine Harbor) met us at the dock (10:45 am) and pointed out the oiled bird in the shade of the railing (guillemot or murrelet, not a gull), and told us that the skiff was also very oily and strewn with tools. Tony informed us that he had notified the National Response Center (NRC), and the Washington Department of Fish and Wildlife (WDFW). WDFW had referred Tony to PAWS in Lynwood for the oiled bird. Coast Guard representatives from Seattle were expected to arrive shortly.

Representatives from the U.S. Coast Guard arrived at 11:10am (Manow, Harvey, Buelto) and inspected the boat. They issued a Captain of the Port Order (see attached) which prevents the boat from leaving the dock before the clean-up is finished, several safety issues on board have been addressed, and a Commercial Fishing Vessel Safety Exam has been passed. The Coast Guard pointed out areas on the water where they judged some oil could be retrieved from the water but judged that most of the sheen was not retrievable. The Coast Guard representatives offered to transport the oiled bird to PAWS in Lynwood.

At 11:40 am, Aaron Briones arrived with a bale of sorbent pads and was informed by the Coast Guard about the Captain of the Port Order. He was especially cautioned about the oil in the bilge of the skiff. He expressed the intention of cleaning the bilge with the pads. Aaron is reportedly the brother of the common law husband of the boat owner. He is also the former owner of the boat. Aaron and his brother are not tribal members. Jean and I provided Aaron with several heavy plastic bags to transport the soiled pads to the special dumpsite at the marina. We also gave him the educational brochure about oil spills.

Jean and Monika left the scene and were back at the office at 12:50 pm. Approximately a quarter of a bale of sorbent pads and six enforced plastic bags were used for this spill response assistance.

Recommendation:

- Our response time would have been shorter if we had a quick-reference list of the spill and personal equipment for quickly packing the truck.

Contact Information for Tony Flaherty:

Tony Flaherty
Marine Services Representative
Port of Bellingham, Blaine Harbor
235 Marine Drive / P.O. Box 1245
Blaine, WA 98230
Phone: 360 647 6176
Fax: 360 332 1043
email: tonyf@portofbellingham.com



Tracy Lee III with skiff. Boom encircling boat and oil



Pads in the water when JS and ML arrived



JS bringing out additional pads



Oiled bird



Bucket under hydraulic line on net drum



Containers under hydraulic lines on cabin wall



Aaron Briones cleaning up bilge of the skiff

INTEROFFICE MEMORANDUM

TO: MERLE JEFFERSON, EXECUTIVE DIRECTOR,
LEROY DEARDORFF, ENVIRONMENTAL DIRECTOR,
JEREMY FREIMUND, WATER RESOURCES MANAGER
BEN STARKHOUSE, HARVEST MANAGER
ALAN CHAPMAN, ESA MANAGER

FROM: MONIKA LANGE, NATURAL RESOURCES ANALYST

SUBJECT: **SUNKEN CRAB BOAT AT FISHERMAN'S COVE DOCK**

DATE: 10/11/2010

CC:

This memorandum summarizes the Natural Resources Department's response to a report of a sunken crab boat on October 11, 2010. Jeremy Freimund received notice about a sunken crab boat at the dock of Fisherman's Cove (Gooseberry Point) at 10:30 am from Randy Kinley (ESA/Harvest Policy Representative). Jeremy dispatched Frank Lawrence (Water Resources Planner I) and Monika Lange (Natural Resources Analyst) to check for escaping oil or other hazardous materials and assist with the clean-up if necessary.

Frank and Monika arrived at the dock at noon and found the boat had already been towed onto the beach. The boat was sitting at the waterline on the east side of the loading dock. On the west side, a dinghy was visible floating upside down in the water. The dinghy seemed to be snagged onto something as it was not moving. Frank and Monika could not spot any oil sheen on the water.

Inspection of the beached boat made it apparent that the boat had been submerged (see pictures). An outboard motor and a gas tank was attached to the boat and both seemed to be intact. Apart from personal effects, the boat also contained a pile of netting that did not seem to be secured. The boat itself seemed also not be secured on the beach.

The registration number of the boat is WN 323 XWL and the owner was reported to be Crayton Williams.



Beached Crab Boat



Upended Dinghy



Loose Netting, Eel Grass in/on Cabin



Gas Tank



Back of Boat



Registration Number

INTEROFFICE MEMORANDUM

TO: MERLE JEFFERSON, EXECUTIVE DIRECTOR,
LEROY DEARDORFF, ENVIRONMENTAL DIRECTOR,
JEREMY FREIMUND, WATER RESOURCES MANAGER

FROM: MONIKA LANGE, NATURAL RESOURCES ANALYST

SUBJECT: INVESTIGATION OF SUNKEN CRAB BOAT AT BLAINE HARBOR FOR ESCAPING OIL
ON NOVEMBER 10, 2010

DATE: 11/15/2010

CC: RANDY KINLEY, ESA/HARVEST POLICY REPRESENTATIVE
GREGG DUNPHY, FOREST AND FISH MANAGER

This memorandum is a summary of the Natural Resources Department's response to a report of a sunken crab boat at Blaine Harbor. Randy Kinley informed me at 10:30 am that the boat of Bill Jefferson had sunk at the Blaine Marina and that there might be oil or gasoline spilling from the submerged boat. Jeremy Freimund instructed me respond to the incident to document the potential oil spill and to lend support if possible or necessary when I called him on his cell phone. Jeremy, Merle Jefferson, and Leroy Deardorff were at a meeting and out of the office at the time the potential spill was reported.

I asked Gregg Dunphy to accompany me to the site. We collected two spill kits, a pitch fork to retrieve soiled absorbent pads, personal equipment, and cameras and arrived at the marina at 11:45 am. I checked in at the Harbor Office. We met the boat owner Bill Jefferson at the dock where the boat was tied to cleats to prevent it from entirely sinking. Small air bubbles were escaping from the boat with very minor quantities of gas. The registration number of the boat was WN 692 XLW. Bill had been notified by the Harbor about his boat around 5 am and did not know at this point why it had sunk. He was waiting for the skipper of the Tracy Lee III, a purse seiner docked at Blaine Harbor which would be able to lift the sunken boat up.

Tom Flaherty from the Harbor and Lou Herrick from the U.S. Coast Guard were present at the scene. They informed us that a Coast Guard response team from Seattle was on its way to Blaine and that the Harbor had a pump on standby to empty the gas tank of the boat, as soon the tank would be in reach. The Coast Guard was granting Bill until 1 pm to lift the boat before they would call in contractors at his expense to deal with the submerged gas tank.

At 1 pm the skipper of the Tracy Lee III, Aaron Briones, arrived and Bill, Lou Herrick, and Aaron discussed strategies to raise the boat. At approximately 1:30 pm the Coast Guard response team arrived from Seattle and extended the deadline to raise the boat to 3 pm. After checking in with Jeremy via cell phone, Gregg and I left the site at 2:05 pm while Bill and Aaron were still waiting for a crew member of the Tracy Lee III to arrive.

I left my contact information with Bill and his wife, and they left me a message at approximately 4:30 pm that the boat was being raised at the time and might be leaking now. I was not able to call back with the number I had been provided and decided that I would not drive to Blaine Harbor a second time.

I checked in with the Harbor on November 12, 2010 and learned that the boat had been raised by 7 pm on the day of the incident and that the relative small amounts of oil and hydraulic fluid that escaped during the process had been removed with absorbent pads.



Owner Bill Jefferson with sunken crab boat.



Registration Number



Small amounts of sheen visible on the water. (Note small circles close to the coming in lower right corner of the image)