



U.S. Department of
Homeland Security
**United States
Coast Guard**



Incident Report: Davy Crockett Emergency Response

(Information is considered to be accurate at the time of posting, but is subject to change as new information becomes available.)

Update as of Oct. 5, 2011

Incident duration:	252 days
Injuries	0
Sediment collected	51 cubic yards
Total oil water mixture recovered to date	1.6 million gallons*
Total steel removed	4.43 million pounds
Debris and oiled debris removed	8 838,434 pounds
Bunker oil recovered	33,491 gallons
Asbestos removed	4,850 pounds
Samples analyzed to date (e.g. water, oil sediment)	224
Obligated costs to date (including coffer dam construction)	\$21 million
* This figure represents the amount of oily water mixture that has been recovered directly from the Barge Davy Crockett during response operations. An initial unrecovered release of an estimated 70 gallons of oil was documented on January 27, 2011 the day the vessel was discovered to be leaking oil.	

DAVY CROCKETT VESSEL REMOVAL COMPLETED

Crews lifted and cleaned the final section of the Davy Crockett from the river bottom inside the cofferdam on Thursday, Aug. 25, 2011, completing the vessel deconstruction phase of the project (see photo gallery). The pollution threat posed by the Davy Crockett - which sparked the nearly seven-month operation - is now eliminated.

OPERATIONS UPDATE – October 5, 2011

Cleanup of deconstruction debris and contaminants inside the cofferdam is continuing and has resulted in the removal of 51 cubic yards of sediment that includes metal slag and scale (metal “flakes”) from the Davy Crockett deconstruction project. In addition, some 1,191 spent underwater cutting rods have been collected by the two dive teams. During the 23 days of dredging operations, a total of 6,873,460 gallons of water has been treated in the on-site water filtration system. Nearly 7,000 pounds of miscellaneous pieces of scrap metal have also been recovered.

ENVIRONMENTAL PROTECTION

All activities involving the destruction and removal of the Davy Crockett are designed to minimize environmental impacts. The impermeable oil and silt barrier inside the metal cofferdam along with sorbent oil collection booms prevented tar balls and oil sheen from discharging into the Columbia River downstream of the work site. Oil containment boom was deployed outside the cofferdam as a preventative measure in case

there is a release of oil from the work site. Additional on-water oil recovery resources and oil containment boom are staged nearby as further protection.

Oil, oily water and contaminated water from the vessel's holds and tanks has been collected throughout the cleanup effort and taken off-site for proper disposal. In addition, wash water from cleaning operations and stormwater collected on the Davy Crockett and work barges was put through an on-site water filtration system and then disposed of through the city of Portland's wastewater treatment system.

Water quality samples upstream, downstream and inside the cofferdam are being collected on a periodic basis in order to evaluate the effectiveness of work activities to minimize water pollution.

DAVY CROCKETT HISTORY

The Davy Crockett is a former Navy Liberty Ship that was converted to a flat deck barge. As with many aging vessels, ownership has changed several times over the years. The most recent ownership change is believed to have occurred in mid-2010. The vessel is located on Washington state-owned aquatic lands.

For up to date information, refer to the Ecology website at:

<http://www.ecy.wa.gov/programs/spills/incidents/DavyCrockett/DavyCrockett.html>



Picture of dredge head used by divers to remove deconstruction debris and contaminants inside the cofferdam. (10/3/11)



Worker examining sediment collected by dredging operations at the end of the day. (10/4/11)



Pieces of miscellaneous scrap metal being lifted from the river bottom inside the cofferdam. The metal is being collected by divers during dredging operations. (10/5/11)