



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 July 14, 2011

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| Incident duration: | 169 days |
| Personnel Currently Assigned | 35 response contractors, federal & state |
| Injuries | 0 |
| Total oil water mixture recovered to date | 1.6 million gallons* |
| Total steel removed | 3.9 million pounds |
| Debris and oiled debris removed | 729,252 pounds |
| Bunker oil recovered | 13,334 gallons |
| Asbestos removed | 4,850 pounds |
| Samples analyzed to date (e.g. water, oil sediment) | 179 |
| Obligated costs to date (including coffer dam construction) | \$16.6 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. | |

OPERATIONS UPDATE – July 14, 2011

Divers removed the forward cargo hold #1 bulkhead on Thursday, July 14, 2011 (see photo gallery).

Dive teams also drilled into the aft port and starboard deep tanks and collected samples of the liquid inside. Because these tanks are welded shut, the contents are unknown. An initial assessment of the samples found no indication of heavy oil. The samples will be analyzed for other pollutants, however, before the liquid is pumped from the tanks.

A third dive team will be onsite Friday to survey the river bottom sediments inside the cofferdam. The results of the survey will be used to identify sampling locations and possible cleanup actions that may be needed after the Davy Crockett is completely removed from the river.

RIVER LEVEL STATUS

The Columbia River at Camas has been running high due to snow melt and runoff from rainfall. The cofferdam remains structurally sound and no reinforcement is required. The impermeable oil and silt barrier is repositioned as needed to ensure that any oil released during work on the Davy Crockett is contained. No tar balls or oil sheen have been observed outside the oil and silt barrier or downstream from the work site.

The Davy Crockett Unified Command is continuing to monitor river levels very closely in coordination with NOAA's Northwest River Forecast Center, U.S. Army Corps of Engineers and the Port of Camas-Washougal.

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 have prevented tar balls and oil sheen from discharging into the Columbia River downstream of the work site. Oil containment boom is 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.



The forward cargo hold #1 bulkhead is lifted from the Davy Crockett. (7/14/11)

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. After the Davy Crockett is removed, sediment samples will be collected inside the cofferdam to determine if sediment cleanup is needed before the cofferdam is removed.

Water and residual oil that is generated from pumping out holds and tanks of the Davy Crockett, plus wash water from cleaning operations and stormwater collected on the Davy Crockett and work barges is put through an on-site water filtration system. The filtered water is then stored on-site pending final disposal through the city of Portland's wastewater treatment system.

The Washington Department of Ecology has taken responsibility for the cost of the wastewater storage and disposal of the filtered wastewater that will be generated during the rest of the project. Ecology decided to take this action rather than agree to the discharge of filtered water directly back into the river, an option preferred by the Coast Guard. While the Coast Guard has consistently maintained environmental protection as a priority, Ecology determined that storing this filtered wastewater and delivering it to an upland treatment system provided the highest level of protection of the river and is consistent with Washington State water quality program requirements.

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>