



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



Incident Report: Davy Crockett Emergency Response

March 1-3, 2011 Operations

At total of 13 separate dive operations were conducted during the past two days. Divers working to open up the double bottom tanks, in preparation for cutting the stern from the bow, discovered some bunker oil the consistency of peanut butter.

On Wednesday, several golf ball-size “bubbles” of the bunker oil drifted up toward the river surface. Temporary hatch covers have been installed to prevent any oil from escaping during the night when dive operations are concluded for the day. Bunker oil recovery efforts will take place today (Thursday) during dive operations and additional sorbent material will be deployed on the water surface around the Davy Crockett.

A total of 37,750 pounds of debris, mostly bricks and some steel piping, was removed and placed on the materials storage barge. Above water work included removing the 7,050 pound tow bridal from the bow for later installation on the stern in preparation for towing when the stern section is re-floated. In addition, a total of 1,800 pounds of steel was removed from the bow.

Last updated 3/3/2011

Incident duration:	35 days
Personnel Currently Assigned:	54 state, federal response contractors
Injuries	0
Work and response vessels	12
Total Oil water mixture recovered to date	5,701 gallons*
Debris removed to date (e.g. metal, wire, wood)	464,400 pounds
Oil containment boom:	4,100 feet
Oil sorbent boom:	10,000 feet
Total recovery capability of skimmers:	309,162 gallons per day
Total waste oil storage volume:	97,806 gallons
Projected Maximum Worst Case Spill	64,000 gallons
Worst case spills potential	717,000 gallons
Samples analyzed to date (e.g. water, oil sediment)	92
Obligated costs to date	\$5.3 million
* The UC agreed that rain water recovered from the materials barge Umpqua should not be added as oily water recovered from the response. 479 gallons of recovered rainwater was included in Feb. 24's total, so the corrected amount of oily water recovered is 5701 gallons.	

Incident Summary

A 431-foot flat-deck barge called the Davy Crockett is partially sunk on the shoreline of the Columbia River near Camas, Washington approximately 4 miles upstream of the Interstate 205 Bridge. The vessel has partially fractured into two sections and is leaking oil. Response crews and equipment are on-scene recovering the majority of the oil near the vessel as it leaks.

Davy Crockett History

The Davy Crockett is a former US Navy Liberty Ship that has been converted to a flat-deck barge. As with many aging vessels, ownership of the vessel has changed several times throughout the years. The most recent ownership change occurred in mid-2010. The vessel is anchored on the Columbia River, on Washington State owned aquatic lands.

In April 2009, due to concerns of fugitive oil sheen leaking from the vessel and the instability of the moorings, the US Coast Guard issued a *Captain of the Port Order* for removal of bulk oil, contaminated water and other hazardous materials. The order also required the vessel to be adequately secured to the shoreline to prevent it from becoming a hazard to navigation. The materials removed from the vessel included 2,200 gallons of a diesel/water mixture, 800 gallons of ballast water and 2,800 gallons of fuel oil.

Ecology's Environmental Reporting Tracking System identified several mystery sheens reported in this area of the Columbia River dating back to January 2010. These reports were investigated but no source was identified.

Recent Events Leading to Emergency Response

On the morning of January 27, 2011 Ecology began investigating reports from boaters on the Columbia River who were reporting scattered oil sheen in foggy weather. Ecology spill responders investigated by boat and identified an oil sheen stretching nearly 9-miles down river, and identified the Davy Crockett as the source.

An investigation is underway to determine the exact cause of the structural failure; however, metal salvage operations of the vessel appears to have initiated the release of oil from the vessel. Removal of deck steel compromised the structural integrity of the vessel resulting in the vessel fracturing into two halves. The bow section of the vessel is currently sitting on the river bottom next to the shoreline and the stern section has risen up to 30-feet in elevation. This structural instability of the vessel and safety concerns is making the complete assessment of oil products onboard impossible.

Incident Potential

The exact potential volume of oil still on board that could spill is unknown due to safety and access challenges. Total potential oil based on capacity of all liquid tanks is 935,000 gallons, but as the stern section is stabilized, responders will be able to accurately gauge how much oil actually remains in the vessel.

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

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