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 Sept. 15, 2011

Incident duration:	232 days
Injuries	0
Sediment collected	18 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)	223
Obligated costs to date (including coffer dam construction)	$19.8 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.

WORKSITE CLEANUP STATUS – Sept. 15, 2011

Two dive crews continue to dredge tar balls, metal scale, slag and contaminated sediments from inside the cofferdam. The dredge slurry is pumped into sediment collection boxes and the water is run through a filtration system. The treated water is discharged back into the cofferdam. See the September Photo gallery for pictures of the dredging and water treatment operation.

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.

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.

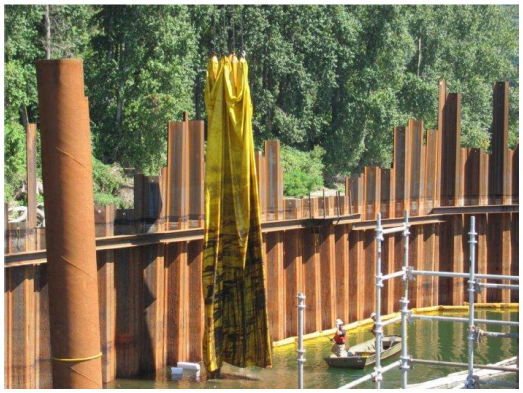
Water quality samples upstream, downstream and inside the cofferdam are being collected on a periodic basis in order to evaluate the effectiveness of work activities to minimize water pollution. Currently, water from inside the cofferdam is being pumped through the water filtration system and back into the cofferdam work site in order to clean the water and provide better clarity for divers. After the Davy Crockett is removed, tar balls, oiled sediments, metal slag and debris from the cleanup effort will be removed from the river bottom inside the cofferdam prior to cofferdam removal.

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



A section of the silt and oil barrier is removed to allow the divers to dredge right up to the cofferdam. (9/6/11)

Clean water from the treatment system being discharged back into the cofferdam. (9/8/11)

Worker removing oiled sorbent material from inside the cofferdam. (9/13/11)

Oil sheen and small tar balls visible after a sediment sample is given a "shake test" in clean water. (9/14/11)