Incident Report: Davy Crockett Emergency Response

Updated: February 17, 2011

** This information is considered to be accurate at the time of this report, but is subject to change as new information becomes available.*

Response Actions as of Thursday, February 17, 2011 as of 12:00 PM

- Coast Guard Commandant Papp today approved the use of federal oil pollution response funds for the removal and destruction of the Davy Crockett. See the Feb. 17, 2011 news release.
- Work to place a patch on the compromised bulkhead in the machinery space is ahead of schedule. The first piece of the patch is in place, with some welding work remaining. The second piece of the patch has been lowered into place but needs to be permanently welded.
- No sheen was visible yesterday.

Incident duration:	22 days
Personnel Currently Assigned:	60 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):	200,595 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:	15,131 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):	43
Obligated costs to date:	$3.45 million

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.

Recent Events Leading to Emergency Response

On January 27, 2011 and 11 mile mystery oil sheen on the Columbia River at Vancouver was tracked by the Department of Ecology to the 431-foot flat-deck barge Davy Crockett. The vessel was partially sunk near the north shore between Vancouver and Camas four miles upstream of the Interstate 205 Bridge. Due to recent improper and unpermitted salvaging operations, the vessel was fractured into two sections and was leaking oil.

Response efforts began immediately to contain oil and initiate operations to stabilize the vessel. Due to the vessel owner's inability to conduct the cleanup and salvage, the U.S. Coast Guard "federalized" the incident and is paying for the response effort. The Coast Guard, Department of Ecology and Oregon Department of Environmental Quality are managing the response and salvage effort in a unified manner under the Incident Command System.

The bow section of the vessel is currently sitting on the river bottom next to the shoreline and the stern section rose 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 717,000 gallons, but as the stern section is stabilized, responders will attempt 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