

For Internal Use Only

CAPE MOHICAN SPILL UPDATE

CONTACT: Duty Officer

OSPR Emergency Operations Center: 323-0716

DATE: October 31, 1996

TIME: 2:00 p.m.

SPILL OCCURRED: October 28, 1996 at 3:55 p.m.

SPILL FROM: Maritime Administration (MARAD) vessel *Cape Mohican* (owned by U.S. Government, managed by a New York-based ship management firm).

LOCATION: San Francisco Drydock, Inc. — 900 Illinois Street (at the foot of 20th), San Francisco; near Pier 70, south of SF-Oakland Bay Bridge.

PRODUCT: Bunker Intermediate Fuel Oil 180 (toxic, heavy duty, low-grade “bunker” ship fuel; easier to clean-up on water than light bunkers). Bunker fuels lack light end volatiles like benzene, toluene, xylene, and ethyl benzene (BTEX). Bunker also lacks any significant levels of hydrogen sulfide. However, a dermal eye hazard for Bunker fuel does exist which will require skin and eye protection. Bunker fuel contains polyaromatic hydrocarbons, especially benzo alpha pyrene which are known to cause skin cancer in laboratory animals and humans.

SUSPECTED CAUSE: Open valve on vessel. Investigation ongoing.

POTENTIAL RESPONSIBLE PARTY: San Francisco Drydock, Inc; MARAD (vessel owner) and OMI (vessel operator/oil owner)—all three served with notices by OSPR to ensure cost recovery.

EST. AMOUNT: 1,943 bbl (81,627 gals.) spilled from ship; most contained in the drydock basin except about 200 bbl (8,400 gals.) went into Bay waters.

RESPONSE: U.S. Coast Guard (USCG), CA Department of Fish and Game (DFG) Office of Oil Spill Prevention and Response (OSPR), and four Oil Spill Response Organizations (OSROs) arrived on-scene 10/28/96 to clean-up released product. USCG "federalized" Clean Bay OSRO for on-water clean-up. Skimmers and vacuum trucks have been working since Monday p.m. The primary spill area is now double-boomed. The California Conservation Corps has been activated and is being funded for response by Drydock. Pacific Link will be sending crews paid for by either the USCG or Drydock. Recovered oil is being put in dedicated on-shore storage tanks. Responders following Site Safety Plan and Incident Action Plans.

Incident Command Post in San Francisco, in vicinity of Drydock, will

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continue 24 hour operations. OSPR Emergency Operations Center, in Sacramento, will be open at 7 a.m. daily until the Incident Action Plan (IAP) for the following day is received, approximately 8 p.m. The IAP is generated by the Unified Command at the spill site.

SITUATION:

Oil patches and thinner streamers of oil are distributed over large areas of central San Francisco Bay. Heavy winds and tides have moved oil sheens out of the Golden Gate and north of the Richmond-San Rafael bridge.

There is oiling in and around piers north and south from the spill site. As of this morning, water cleanup is being directed from the air and will continue.

Oil response companies include: Marine Spill Response Corporation (MSRC), Reidel, FOSS Environmental, Clean Bay Inc., Pacific Link Environmental, ZACCOR, and Erickson Inc.

On-water skimming equipment will continue to operate through daylight hours. Depending on its concentration, visible oil is not necessarily recoverable; airborne spotting assists in directing assets to where they can be most effective.

Spill Cleanup Assessment Teams (SCATs) consisting of DFG, OSPR, USCG, and Marine Sanctuary personnel have started oiled beach site assessment to determine specific amounts of oil and likelihood of re-oiling to determine where/when cleanup can begin.

WEATHER:

Sunny with moderate winds, expected to increase into the evenings. Five to six foot tide fluctuations moving product out from piers and back in. As oil comes out, it is removed by vacuum truck and spot skimmers from piers. Removal from Drydock continues. Booming in and around Drydock appears to prevent further oiling from that source. Winds will affect the oil migration. Overflights to further assess continue.

WILDLIFE:

OSPR Wildlife Operations and Veterinary Van are on-scene, as are International Bird Rescue and Research Center (IBRRC) staff. Seven birds have been collected, 100 to 200 others may be at risk. Due to the fact that it takes time for oiled wildlife to be weakened enough for capture, wildlife impacts expected to increase tomorrow and continue thereafter.

OSPR has 15 personnel and three skiffs working on wildlife rescue and rehabilitation. The OSPR Mobile Vet Lab is stationed at Pier 40.

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PUBLIC NUMBERS: Volunteers are asked to call 800-228-4544; report oiled wildlife to 510-841-9086; and 3rd party claims report to 800-683-0631. A decontamination contractor is in Carter Strauch marina providing cleanup.

RESPONSE VESSELS: Approximately six DFG small craft are committed to various activities. USCG Strike Team vessels and personnel from Novato are on-scene. USCG helicopters used for overflight mapping. Clean Bay helicopter is directing on-water skimming activities. Over 30 DFG-OSPR personnel present and fully integrated into Incident Command. In addition, MARAD (vessel owner) and OMI (vessel operator) incorporated into Unified Command with USCG who is the Federal On-scene Coordinator.

Skimming vessels, operated by Clean Bay Inc. and FOSS Environmental, are being used for on-water collection of spilled oil. A large dedicated response vessel from MSRC has been added. Also, MSRC has shallow water skimmers onsite. Oil is transferred from the skimming vessels to baker tanks (12 on site) using vacuum trucks operated by Erickson Inc. Vacuum trucks were also used to remove oil from the dry dock facility.

SHORELINE CLEANUP: Areas include: Pier 70 and drydock; Piers north of 70; areas further north with barges tied up; aquatic park (San Francisco city proper shoreline); Yerba Buena Island; ocean side of Golden Gate to the north. Baker Beach has had further impacts. Alcatraz and Angel islands are currently being assessed for cleanup plan. The California Conservation Corps will assist with shoreline cleanup.

WASTE DISPOSAL: The Regional Water Quality Control Board has given Erickson Incorporate permission to decant recovered water from their vacuum trucks, back to marine waters adjacent to Pier 70, prior to discharging the recovered oil to the baker tanks.

Erickson Inc is managing the operation and disposal of recovered oil and baker storage tanks. Final disposition of the recovered oil has not been determined. All attempts will be made to use the recovered oil as recycled material. Prior to release of oil for recycling, OSPR must gauge or verify gaging of all baker tanks.

Solid waste generated by FOSS, Clean Bay, Smith Technologies Corp, and ZACCOR Inc. will be deposited in waste bins provided by

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ZACCOR Inc. All solid waste will be transported to Chemical Waste Management at Kettlemen Hills, CA for final disposition. ZACCOR will be responsible for characterization and transportation of waste.

BEACH CLOSURES: State Parks closed Angel Island beaches; Golden Gate National Recreation Area closed; most other potentially impacted beaches posted but not closed.

SECURITY: Site security is enforced by the shipyard personnel. Site access is through the front gate of this facility where all personnel and vehicles are stopped for proper identification.

MEDIA: Attention continues, especially from Bay Area locations. A Joint Information Center has been established in the Pacific Strike Team Command Trailer at Pier 40 (visible from the Embarcadero). Joint Information Center phone nubers are: 415-518-8422 and 415-999-1510.

SPECIAL NOTE: USCG asked to brief Senators Boxer and Feinstein. President Clinton scheduled to be at Jack London Square, Oakland Thursday afternoon. Expect media attention and questions regarding spill.