

Surface Washing Agent Approval for barge Buffalo 251 and the vessel Cape Blanco in Barbour Cut Ship Channel

Record of Conference Call held at 1645 on August 24, 2006

Attendees were:

Craig Carroll and Steve Mason, EPA

MST1 Tilimon

CDR Gatlin

Dr. Steve Spencer

CDR N. Valley

MST1 Tilimon described the request as written below in his email. Charlie Henry indicated that this scenario was very similar to the "GENMAR Hector" case (not sure of exact name) that occurred a few years ago. The RP essentially wants to use the surface washing agent for vertical portions of the vessel superstructure and the side of the hull.

Charlie Henry wanted to confirm that the RP would use "gross cleaning first" and sorbents before they hit it with the surface washing agents. MST1 Tilimon indicated that was correct, as of yesterday, when the spill occurred, the RP had been cleaning 2-3 inches of bulk oil on the deck of the vessel and barge using sorbents. The surface washing agent use was for the product that had stuck to the side of the vessel, barge, superstructure, gangway, and containers.

Technique II from the "RRT VI, emergency response pre-approval guidelines to decontaminate vessel and hard structure in coastal port areas" will be used as there's not enough room between the barge and the vessel to use wiping pads safely. Sweep will be placed to capture the runoff and there is 1600 feet of hard boom fully encapsulating the area.

Charlie Henry recommendations: Ambient water or warm water but not hot. High pressure will splatter oil. Want to use the lowest amount of pressure possible to wash off oil on the side of the hull without dispersing the oil in the atmosphere or water column.

PES 51 is a solvent with a surfactant

Start with low pressure then go to higher pressure until effective but if dispersion is created the additional requirements of the above guidelines must be followed (sample collection).

Bob Caraway from TGLO is on scene

FOSC will observe that the technique is followed in accordance to RRT guidelines and will provide a followup report via email on the success of the procedure.

DOI, EPA, USCG, and DOC concurrence on the phone call

TGLO concurrence (Greg Pollock) was obtained subsequent to the conference call and is documented in the email above.

Note to all RRT VI request approval participants: The FOSC has gone back to the RP and requested a new application plan with low pressure/low temperature washing technique. Once that is received and reviewed by the FOSC approval will be granted with all the previously discussed guidelines in effect.

Original Request

From: Tilimon, Matthew MST1

Sent: Thursday, August 24, 2006 4:33 PM

To: Charlie Henry-NOAA

Cc: Valley, Nathalie Commander (CDR)

Subject: RE: Surface Washing Guide

Charlie and CDR Valley,

Today we received a request to use the PES 51 surface washing agent, due to a spill that occur last night. During a bunkering operation from the barge Buffalo 251 to the vessel Cape Blanco, a loading arm broke and IFO-380 fuel oil was spill all over the hull of both the barge and vessel.

Only about 20 gallons of oil entered the water, but the vessel's hull, superstructure, container cargo, and the barge's deck and hull were impacted. The impact to the vessel includes an area about 75' by 75'(including hull, deck, superstructure, and gangway) that is covered completely in some areas, and splatter in others.

Garner will utilize Technique II applying the PES 51 with Hudson sprayers and then flushing with hot water. Sorbent and sweep will be used to recover the contaminates and the area is fully encapsulated by 1600' of hard boom. The area this operations will occur is Barbour Cut Ship Channel, a industrial cut off of Galveston Bay. RRT approval is requested.

MST1 Matt Tilimon

BY Direction

Sector Commander, COTP

Sector Houston