

SPRING RESPONSE REPORT 2023



Sinking Tug - Lopez Island Ferry Terminal - Feb 22, 2023

08:44: IOSA received word that a construction tugboat was on the rocks off the northern side of Lopez Island, not far from the Washington State Ferry dock. The tug has a diesel fuel capacity of 800 gallons, and reportedly had 400 gallons on board when it sank. The tug's bridge was still visible above the water surface, and it was requested that IOSA send a Volunteer Incident Responder to the scene to take photos and send a report about weather and if there was a visible sheen.

08:50: IOSA contacted Lopez Island Volunteer Response Lead and he directed a Volunteer Responder, who lived closest to the scene, to head out and assess what was happening.

09:21: Four photographs were sent to IOSA along with a verbal report of no active sheen visible from shore (but based on the wind/location the sheen couldn't be completely denied to be present) . This information was then sent to the WA DOE email group for responders.



09:22: IOSA received a phone call from the owner of the tug in distress asking IOSA to deploy boom around the sunken vessel. He knew Global was on the way to respond, but wanted preventative measures taken now and was frustrated Global was not likely to arrive until 1pm. IOSA explained that

our response is directed by DOE and USCG and we were told weather conditions on site would make deployment of boom too dangerous and most likely ineffective.

10:11: USCG reached out to IOSA asking what equipment we have on Lopez and what capabilities for deployment/staging boom we could potentially offer. IOSA informed USCG that 800' of boom and response equipment were in a trailer within a mile of the scene and that IOSA had 2300' of boom overall on Lopez Island. IOSA also shared that mobilization and staging of all equipment could be done rather quickly as needed. USCG said no deployment now due to weather, but to be on stand by if needed. IOSA alerted the Lopez Island Volunteer Response Lead that mobilization of equipment may be needed in the future if the weather calms.

10:19: IOSA updated Facebook and Instagram with a basic report and photo for the local community.

12:17: IOSA was contacted by the local press multiple times about response details. IOSA shared general notes about the response and encouraged all press members to call the PIO from DOE for more information. Contact info was shared.

13:13: DOE Environmental Unit notified IOSA that they had a team of two responders heading to Lopez to do community air monitoring. They also sent a risk assessment and identified GRP's where equipment may need to be staged to deploy in the event of a catastrophic release.

13:40: IOSA was contacted by US Ecology who was also notified they are on standby as an additional resource if protection strategies need to be deployed due to catastrophic release. US Ecology wanted to know what equipment IOSA had on Lopez Island and who might be available to help stage. All details were given by IOSA.

13:57: WA DOE UPDATE: The tug's bridge is still visible above the water surface, and we do not yet have reports of whether diesel is currently leaking from the vessel. Sheen was spotted in the area during a USCG overflight, but it's unknown, at this time, if it's associated with the sunken tug or something else. WA DOE is coordinating initial response actions (unified command) with the US Coast Guard and San Juan Emergency Management, and current initial plans were reported as follows:

- WA DOE has dispatched responders to assess whether fuel is leaking and determine its trajectory.
- WA DOE responders are enroute by ferry with air monitoring instrumentation to assess potential public health threats from diesel vapors.
- WA DOE is coordinating with potentially impacted tribes and resource trustees to inventory resources at risk, and determine the potential exposure to Southern Resident Killer Whales
- Two response contractors are responding for pollution response (Global/US Ecology), they are working to plug any leaking fuel vents on the sunken tug, and to determine salvage options.
- Responders are coordinating with San Juan Emergency Management and the Islands Oil Spill Association to get shoreside information and address community concerns.
- The US Coast Guard is dispatching the cutter Swordfish to the incident location.

14:02: IOSA called Lopez Island Volunteer Response Lead for another site assessment/photographs and verified that IOSA is still on standby to stage boom for US Ecology if needed.

14:19: Lopez Volunteer Incident Responder returned to the Lopez Ferry Landing, he confirmed a new tug was on site along with USCG personnel and that plans were underway to move the crane to haul

the sunken tug. He also confirmed a sheen could still not be seen from shore, but that wave action was still strong and potentially blocking visibility.

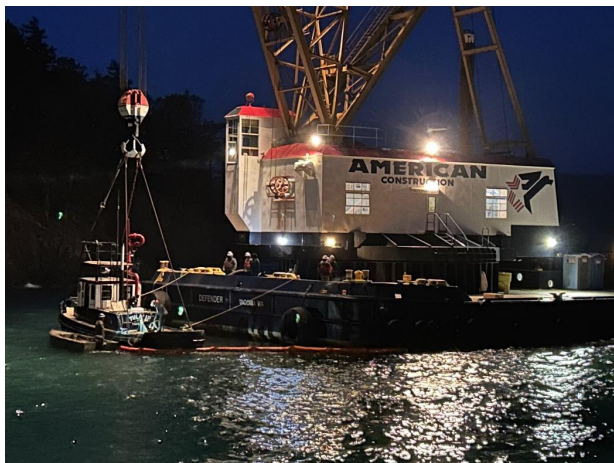


14:35: IOSA sent new response photos and information to WA DOE email response group.

14:45: NOAA spill trajectory modeling was sent and reviewed by IOSA.

15:57: IOSA Facebook & Instagram were updated by sharing WA DOE post and also with new video footage taken by IOSA Volunteer Incident Responder.

After 16:00: IOSA followed WA DOE communication updates until the sunken vessel was lifted, boomed, and prepped for transport to Tacoma.



02/23/23: 8:08 Final Update from WA State DOE:

Last night, response contractors were successful in lifting the vessel onto the barge. The vessel was surrounded by boom as a precaution. No pollution releases were observed during the lift operations. The tug and barge remained on scene last night due to inclement weather. When the weather breaks, they will begin the transit to Tacoma where investigations will continue.

WA DOE responders are expected to return to the scene today to continue looking for shore impacts. As a reminder, no confirmed impacts were observed from assessments performed yesterday. I expect this to be the final update for this response, but if shore impacts are confirmed or there's a significant change in the status of the tug and barge before they reach Tacoma, I'll send an update.

Sheen - 300 yards SW of West Sound Marina - April 07, 2023

13:31: IOSA received a call from SJC Dispatch about a sheen in the water 300 yards SW of West Sound Marina that was estimated to be 150'x50'. Dispatch was called by Island Air and the report came from a pilot flying a plane. Island Air was contacted (the pilot cannot report to NRC as he's in the air and that's all the information he had). IOSA started calling Orcas Island Volunteer Tier One Responders to see who was available to assess the sheen, while SJC Dispatch reached out to West Sound Marina.

13:49: SJC Dispatch called IOSA and reported they had reached someone at West Sound Marina. There was a small recreational fishing vessel with a 200hp Suzuki (with about 8 quarts of oil total) and it had experienced a minor oil leak into the water (estimated amount discharged was less than a quart of oil). IOSA told SJC Dispatch they would follow up with West Sound Marina and then called IOSA Volunteer Tier One Responders and canceled their site assessment for the time being.

13:54: IOSA reached West Sound Marina and let them know they should have the owner report the spill to NRC and why it's always important to do so immediately after a spill. West Sound Marina said they would track down the owner and confirm the report.

14:31: West Sound Marina called IOSA to confirm they found the owner and asked for instructions on what they should do and how to report the spill to NRC.

15:01: West Sound Marina called IOSA and confirmed the owner reported the sheen/minor spill and shared incident #1364234.

15:57: NRC alert came through via text/email to response group.

Sheen - West Side of Shipyard Cove Marina - April 30, 2023

12:27: IOSA received a call from Darrell Roberts about a sheen in Shipyard Cove Marina on the west side (moving east but getting more diluted on the east side). Darrell was instructed to call the NRC and report the sheen and asked if it had a strong odor. He said no, but it seemed like it was pretty bad so IOSA told him they would have a responder come down and take a look/check for recovery.

12:35: IOSA called the volunteer SJI Tier One Lead Responder and asked if he could go down to Shipyard Cove - he said yes and was provided with contact info for Darrell and details about the potential incident. IOSA contacted SJI Dept of Emergency Management to give a head's up about what

was going on in case they needed to know or respond quickly (sometimes it takes a little while for the NRC report to alert local responders).

13:04: IOSA Teir One Responder reported it's a rainbow sheen, nothing recoverable, and it's over near Jensen's. He said he met with Darrell and since nothing can really be done, he's heading home.

13:56: NRC alert came through and shortly thereafter and SJI Dept of Emergency Management followed up with an email to the response group that IOSA had sent a responder down and that there was nothing to recover from the area at the current time.

14:26: IOSA called USCG pollution hotline to make sure they knew IOSA had gone down to check on things since they're not on the email chain. They confirmed they had received word from the reporting party that IOSA was on scene and nothing seemed to be recoverable.

Minor Diesel Spill - Port of Friday Harbor Fuel Dock - May 30, 2023

11:03: IOSA received a call from Board Member, Paul Hamdorf, that a diesel spill had been reported to him from the Port of Friday Harbor fuel dock.

11:05: IOSA called the POFH fuel dock, they informed IOSA that absorbent boom had been secured around the vessel and that the spill was contained inside the boom with no sheen escaping into the harbor. Further discussion indicated that everything was handled and that IOSA did not need to respond to the incident for now. IOSA instructed the fuel dock representative to have the responsible party call the NRC and report the incident (and explained why it is very important to do so). The representative took the phone number for the NRC and said they would do so. IOSA told the POFH fuel dock representative to call if they needed further assistance for any reason.

13:02: IOSA received a call from Paul Hamdorf confirming he had visited the POFH fuel dock area, and that the incident seemed to be completely resolved with no residual evidence of fuel in the area.