# DM932 OIL SPILL Lower Mississippi River, New Orleans, LA

**CAPT James Hanzalik**
**Incident Management**
**Eight Coast Guard District**

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# DM932 OIL SPILL

- DM 932 inland oil barge carrying 419,286 gallons of #6 fuel oil being pushed by the Towboat Mel Oliver
- Struck by the 600ft Liberian flagged M/V TINTOMARA loaded with bio-diesel/styrene
- MM 98 on the Mississippi River

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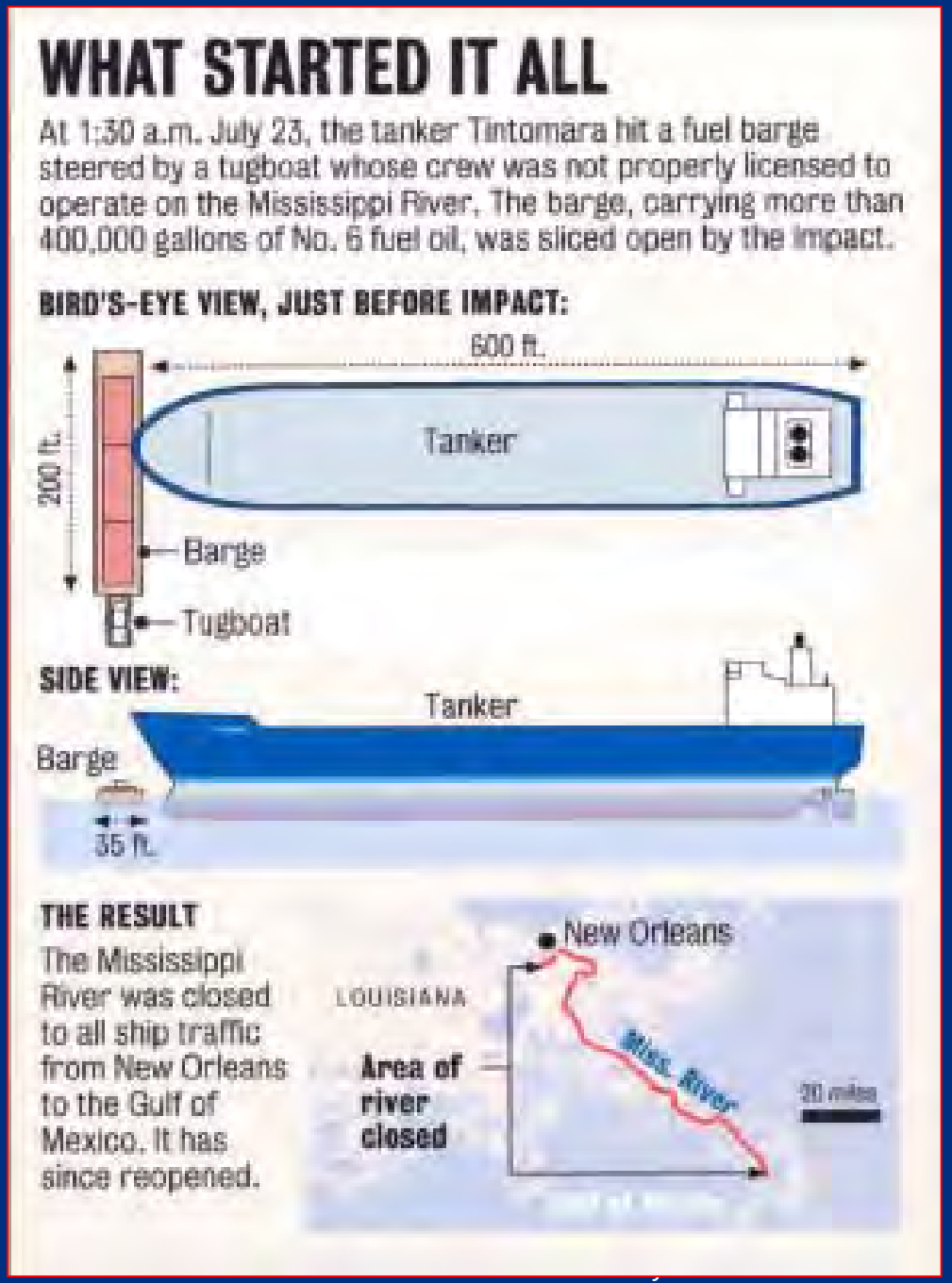
# COLLISION

- July 23, 2008
- Down bound Tank Ship
- Traveling 10 knots
- Right of way
- Initial spill estimate 420,000 gallons

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# DM 932 Incident Chart

**28JUL 2008 – 0200 EST**

# COLLISION RESULT

**-BARGE DAMAGE**

- **#1 & #2 tanks compromised**
- **Stern is submerged**
- **Bow is floating**

**- TANKSHIP DAMAGE: None**

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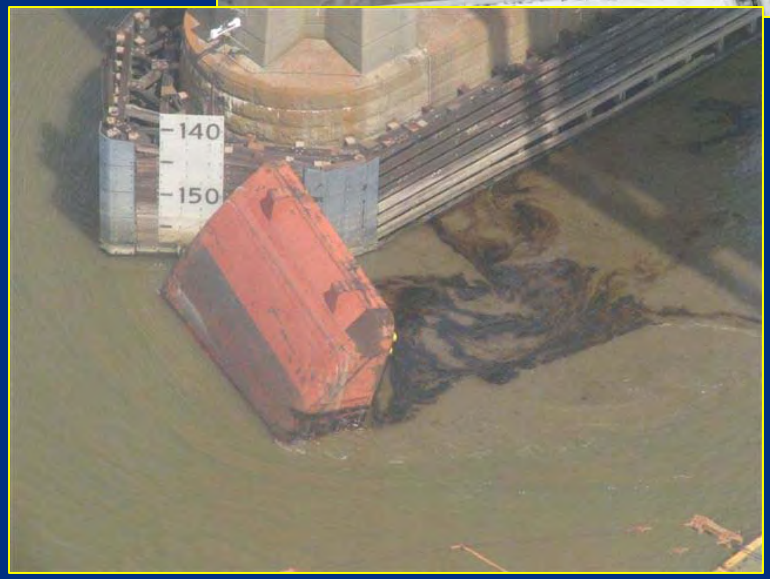
# INITIAL ACTIONS & CONCERNS

- River Closed
- Water supply-Intakes closed for four parishes (counties)
- Barge integrity/movement
- Mobilization of private and public cleanup resources
- National Transportation Safety Board Investigation NTSB
- National Media Interest
- Economic Impact

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# SPILL CHART


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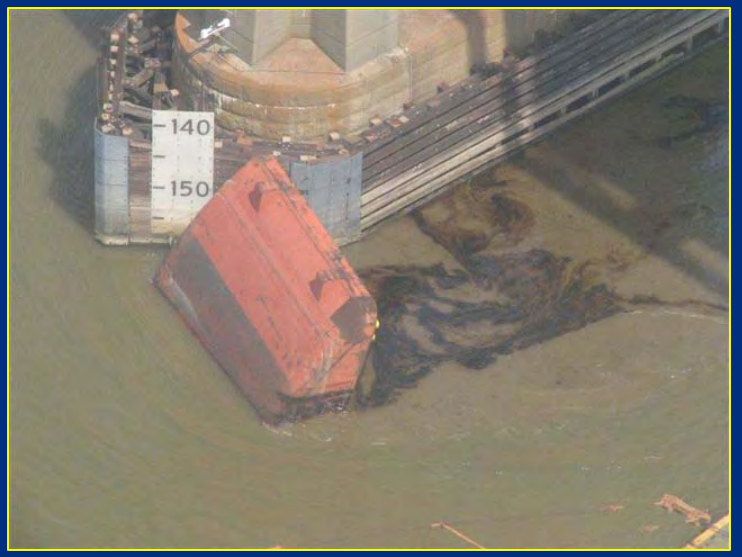
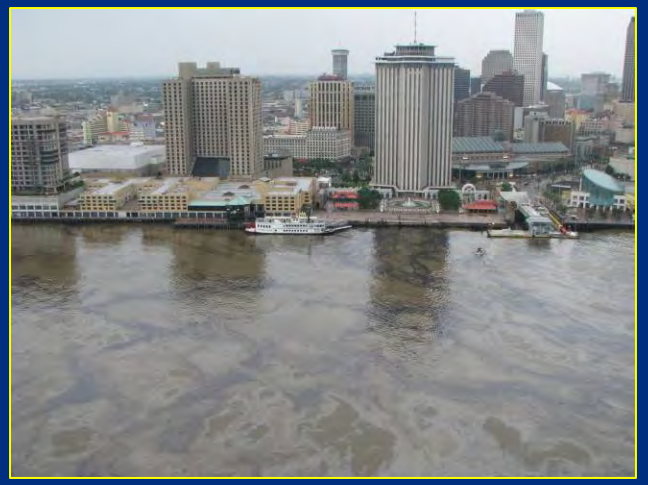
# CLEANUP CONCERNS

- Continued discharge from barge due to stability
- Riverine oil spill recovery
  - Fast Current
  - Water level changes
  - Limited river access



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# CLEANUP CONCERNS

- 1000+ impacted vessels moored along the river
- Safety +2,000 responders
- Channel Dredging
- Wildlife Refuges

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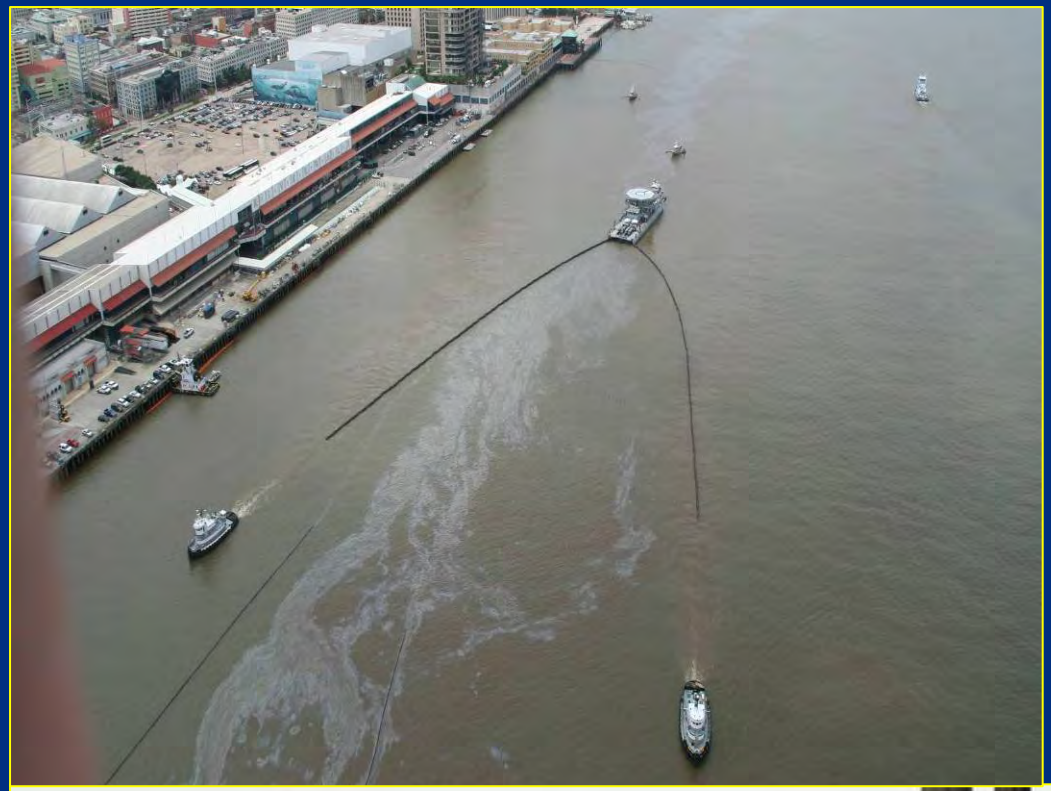
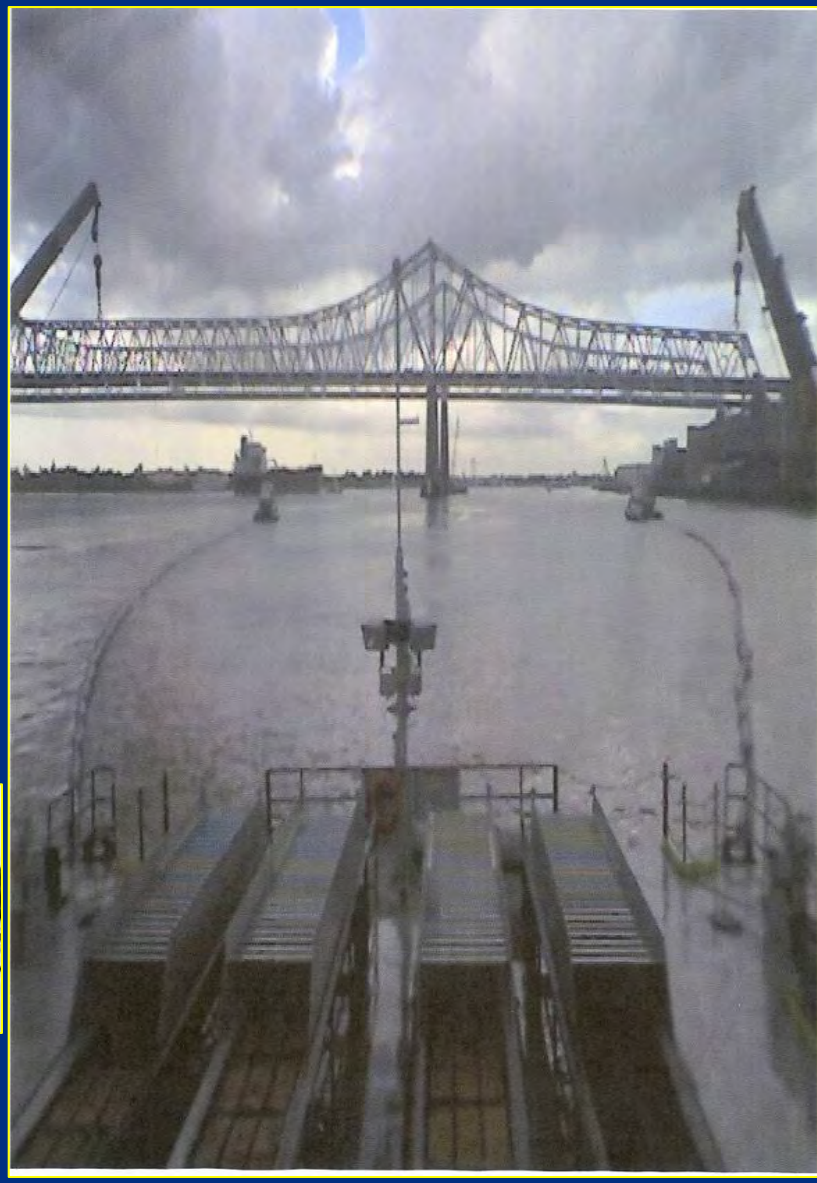
# High Volume Offshore Skimming System





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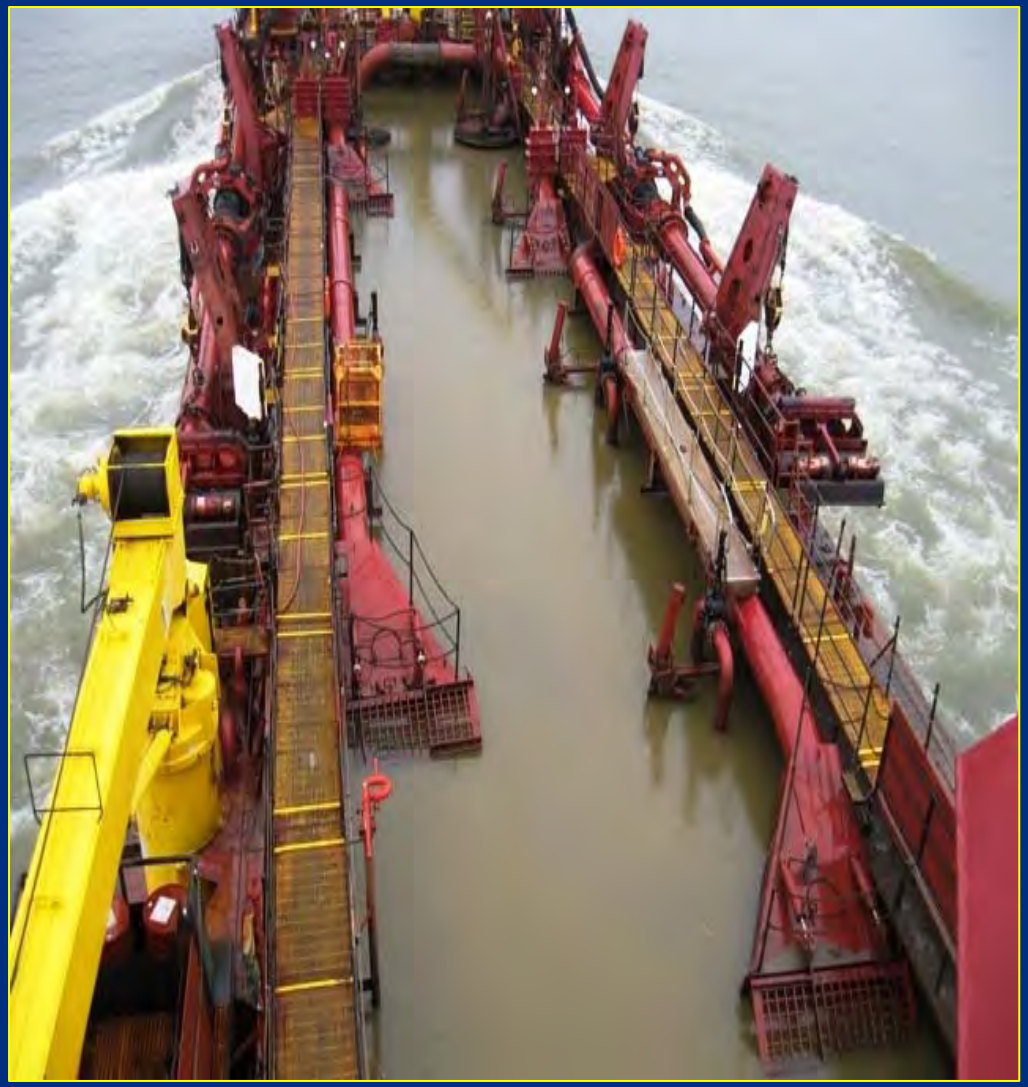
# VESSEL CLEANING

# SUBSURFACE OIL



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# BARGE SALVAGE

- Very complex
- #3 tank intact with approximately 140,000 gallons of oil
- #1 & #2 Tanks compromised
- Barge Stabilized
  - Oil lightered
  - Barge cut
  - Lifted

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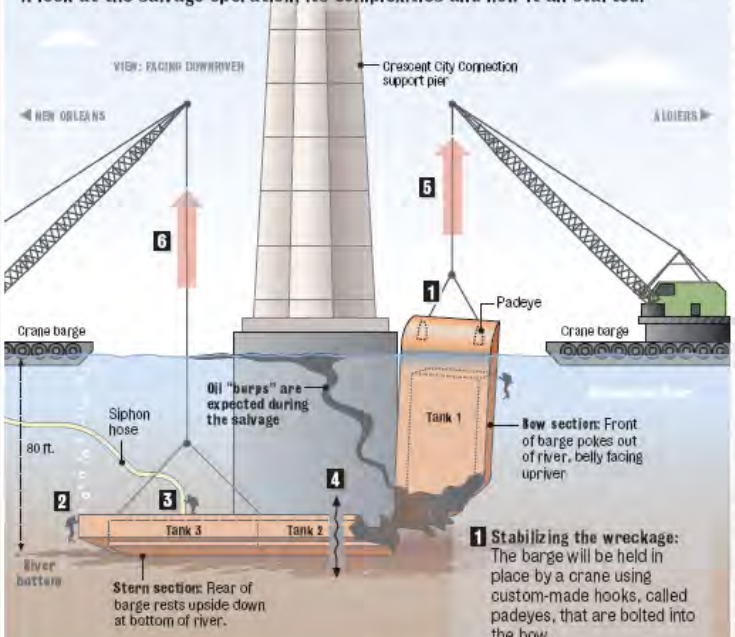
# RAISING THE BARGE

Barring any setbacks, a marine salvage crew will begin bringing up the barge that has been spilling fuel oil into the Mississippi River for more than a week. A look at the salvage operation, its complexities and how it all started:




## WHAT'S TAKING SO LONG

**RESPONSE:** As with any disaster, officials must assess the problem, coordinate efforts and plan accordingly, all of which takes time.

**HIRING SALVAGE CREW:** Bisso Marine was awarded the contract to remove the barge from the bottom of the river.

**RESEARCH:** The salvage crew had to locate a sister barge of the one that sank in order to determine dimensions, tanks and air pockets. Divers also needed to familiarize themselves with the barge because visibility will be limited.


**DIVING:** Facing strong currents and little or no visibility in the muddy river water, divers will struggle to do their job. They take shifts because they cannot stay under for more than an hour before needing to come up for more air and decompression.

TED JACKSON / THE TIMES-PICAYUNE

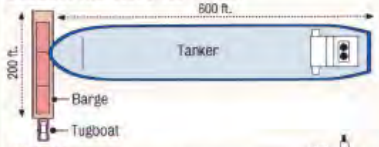
**CUSTOM EQUIPMENT:** A special hook, called a padeye, had to be manufactured to secure the bow section of the barge and lift it. Two padeyes were fitted for this operation.

**EQUIPMENT DELIVERY:** Special cutting and lifting equipment, such as the Ajax (below), had to be transported to the site.

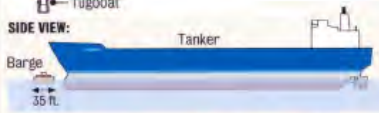
## WHAT STARTED IT ALL

At 1:30 a.m. July 23, the tanker Tintomara hit a fuel barge steered by a tugboat whose crew was not properly licensed to operate on the Mississippi River. The barge, carrying more than 400,000 gallons of No. 6 fuel oil, was sliced open by the impact.

**BIRD'S-EYE VIEW, JUST BEFORE IMPACT:**




**SIDE VIEW:**




**THE RESULT**

The Mississippi River was closed to all ship traffic from New Orleans to the Gulf of Mexico. It has since reopened.


## WHAT'S TAKING SO LONG

**1 Stabilizing the wreckage:** The barge will be held in place by a crane using custom-made hooks, called padeyes, that are bolted into the bow.

**2 Getting the air out:** Divers search for air pockets in the barge to further stabilize the wreckage and prevent explosions when boring into the hull.

**3 Removing the oil:** Tanks 1 and 2 will be cleared of any lingering oil. Tank 3, which may not be damaged, will be tapped and drained.

**4 Cutting it up:** A cutting barge called the Ajax will slice through Tank 2, separating the wreckage to ease the removal.

**5 Removing the bow:** The front section of the barge will be lifted straight up and onto a waiting barge.

**6 Removing the stern:** The rear secton of the barge will be harnessed and raised onto a waiting barge.

Sources: Bisso Marine, Coast Guard

DAN SWENSON / THE TIMES-PICAYUNE

# PRESS

USCG January 2009

# BARGE SALVAGE

- Barge cut and lifted into two sections
- 3-week evolution

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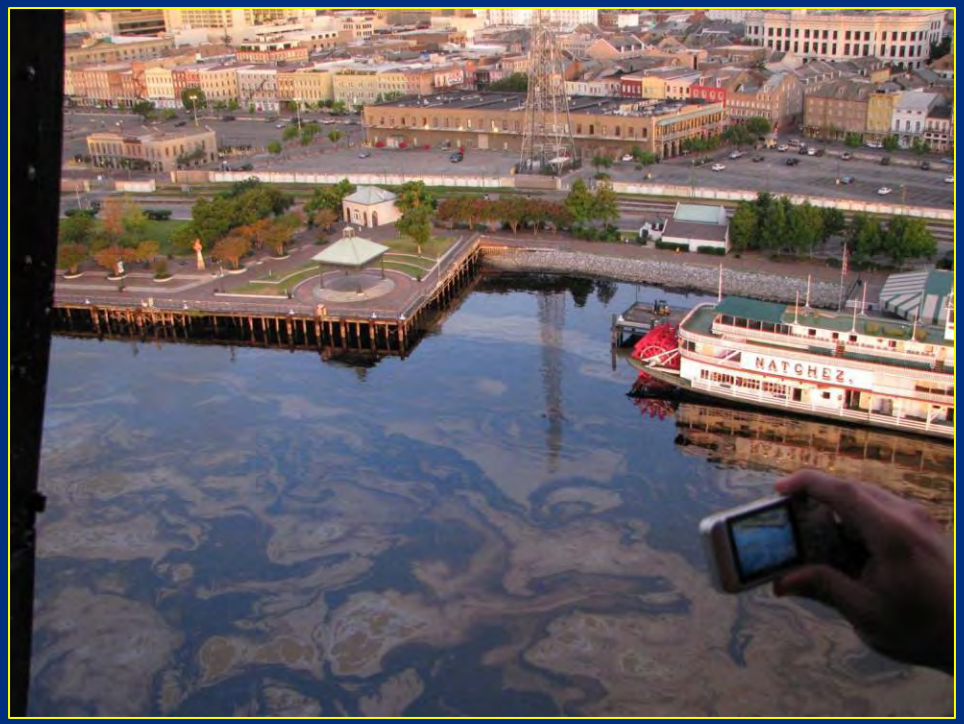
# KEYS TO SUCCESS

- ACP
- Incident Command System
- Responsible Party
- Scientific Support Coordinator
- Liaison Officer
- Joint Information Center

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# KEYS TO SUCCESS

- Maritime Transportation Recovery Unit
- Salvage Officer
- National Strike Force
- Supporting Federal, State and Local Agencies

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# STATISTICS

- +2300 responders
- +1185 vessels cleaned
- + 26 miles of oil spill containment boom deployed
- + 200 response vessels
- + 3250 barrels lightered
- + 3000 barrels recovered
- Economic Impact - 275 million dollars per day

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# EPA Region VI – Eighth Coast Guard District Memorandum of Understanding (MOU)



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# EPA Region VI - D8 MOU

- Why change the current MOU?
  - No adjustments made to the MOU since CG “Sectorization”
  - Last revision was September 1986 (D8), December 1994 (D2)
  - D8 and D2 consolidation

# EPA Region VI - D8 MOU

- Why change the current MOU?
  - Inconsistencies to our response approach between EPA Regions within D8
  - Does not account for CG regulatory authority for Marine Transportation Related Facilities (MTR) and commercial vessels in the inland zone (D8)

# EPA Region VI MOU Changes

- **Changes:**
  - **Divided the area description by Coast Guard unit as an appendix to the MOU to make future changes easier**
  - **Added USCG as FOSC in the inland zone for Marine Transportation Related (MTR) facilities and commercial vessels**
  - **Added that the USCG will provide a list of MTR facilities to EPA for notification purposes**

# EPA Region VI MOU Changes

- **Changes:**
  - EPA would invite USCG reps to Regional Contingency Plan meetings to assist in planning efforts as needed
  - POLREP reporting
  - Changed New Orleans/Sector Lower Mississippi's AOR (MM 303 in New Orleans Zone north to Sector Lower's Southern border is now EPA's area)

# EPA Region VI MOU Changes

- **Changes:**
  - A paragraph added to cover cross boundary responses between EPA and USCG
  - Expect similar proposals for Regions III, V, VII

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