

INCIDENT STATUS SUMMARY

1. **Incident Name** – HOTEL RELEASE
2. **Operational Period** – 04/30/21-5/18/21
3. **Type of Incident** – OIL SPILL
4. **Situation Summary as of the time of the report:**

PENCO remains onsite via the USCG BOA handling the on water response, product recovery, and searching for the source of the leak. PENCO continues to maintain a very effective booming strategy, adjusting and replacing sorbents/boom as needed. The Hotel1 corner all the way to the Halawa stream end of (b) (3) (A) is boomed, contained, and strategically isolated prevent migration. The effectiveness of the booming strategy continues to be effective in preventing product and sheen from escaping the boomed areas.

Ocean boom has not yet been installed due to additional structural issues with the sea wall. The team is looking at an anchor system as a remedy.

The excavating that began on 3/2 continues very deliberately and cautiously. The same tools are still being used being used for digging include a backhoe, an air spade, water jet, hand shovel, posthole diggers and a vactor truck to vacuum the soil and small rocks. Spoils and debris are being carefully monitored and collected in predesignated areas.

The Defuel line *remains* the suspected source of the light fuel. – 4/29

-All active fuel lines have been tested and passed, both pressure testing and (b) (4) precision leak testing.

-Defuel line failed both tests

-The Defuel line has six 1” thermal expansion lines that connect to it from the active system

-In late January blank flanges (skillets) were placed in the defuel line to ensure it was isolated.

-From early March through 9 April light colored (apparently fresh) fuel that was being recovered from K111 and trench #4. **K111 continues to produce oil that is in med to dark in color.**

- The amount of dark colored oil being recovered from within the VS3 fence line since 9 April has been very small. **Oil is once again being recovered from the LP Valve tray area. The oil is light/medium. We still believe the Defuel line was the source and that the oil is presenting because we are moving it with the “water conveyor.”**

-RAA plumes from historical UST/fuel encompasses the site

5. Future Outlook/Goals/Needs/Issues:

-Continue interdiction, containment and recovery efforts

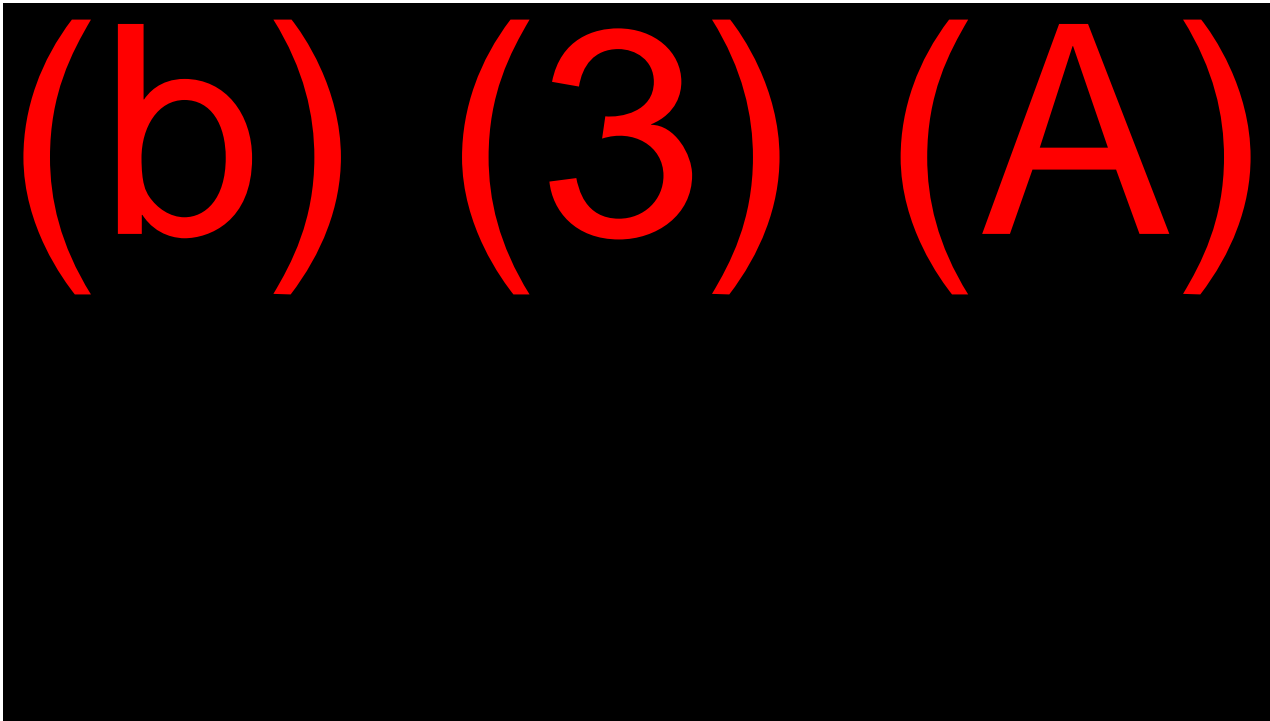
-Continue looking into the remaining abandoned lines as a possible source

PRESENT COA

The team is calling this the “water conveyor.”

PENCO will use induced and natural ground water flow, recycled through topside oil/water separators, to recover and remove the subsurface oil. Ground water will carry the subsurface oil to downslope (East to West), to the intercepting trenches (#3). Pumps will recover water and oil from the intercepting trench 3, through oil water separators, and reintroduce the water in the upslope wells, in the vicinity of the restroom. The groundwater assisted by the reintroduced water will push the oil to the downslope trenches, where it will be pumped, put through the oil water separator and again reintroduced. The cycle will continue as needed to clean the area of oil and prevent it from going into the water.

Oil and water are being pumped from the trenches and K111 up to the oil/water separator (OWS). The clean water flows from the OWS to trench 11. Oil is being skimmed from both the suction point and the OWS. Beginning 5/19 the monitoring wells will be pumped and sent to the OWS as well. -This is the upstream/hill area where we want to reintroduce the water.



Our Goals:

1. On-water containment and recovery.
 - No sheens observed escaping containment.
2. Prevent oil from reaching the water by intercepting it on land.
 - Oil is being recovered from Trench 3, K111, and the MWs.
 - After a temporary increase, there is not much oil in the water today. We are starting to see the layer of oil, in the upstream wells decrease. This indicates that we are pushing the plume down toward the intercept trenches and the VS3.
3. Locate the source

-As of 4/29 it is theorized that the defuel line was a source that may have slowly leaked for a period of time before the release was discovered. The release was enhanced by the recent line testing that required not only the Defuel line to be packed with fuel, but all of the other lines that have the aforementioned 1" thermal expansion lines feeding into the defuel line. The darkened oil is from the microbial actions that take place. Once the Defuel line was isolated with the skillets, the light colored fuel tapered off and stopped.

-PENCO located the edge of RAA1 plume at MW16. We now know that the newer oil was mixing with some of the historic plume.

6. Safety Status/Personnel Casualty Summary: No injuries. No Deaths.

- a. VOCs at ground level at the excavations continue to read 0-2ppms. Spikes of ~10ppm are seen near the floor of the excavations. Personnel working in trenches have proper protection.
- b. MultiRAE meters are being used on site at all times when digging is in progress or product is being recovered from the K111 vault or the excavations.
- c. Personnel wear respiratory protection when required.
- d. Grounding cables are being used for the skimmer operations in the K111.
- e. All required safety measures for digging deeper than four feet will be strictly adhered to.
- f. There are several safety concerns with digging that will be addressed prior to placing personnel in excavations:
 - i. 10 plus feet deep
 - ii. Working below ground water
 - iii. Type C soil
 - iv. Working in fuel
 - v. Working/digging on and around active lines
 - vi. Excavating areas that have been previously excavated.
- g. We have determined our soil to be type C. Type C is the most unstable and therefore the most dangerous.
- h. Potholing is helping minimize the number of large excavations and thereby minimizing digging hazards.
- i. Each day begins with an onsite safety brief. Safety is paramount.

7. Property Damage: NONE

8. Attachments: NONE

9. Equipment Resources in use/on site

PENCO EQUIPMENT ONSITE

- a. 1 x 17 ft Boston Whaler
- b. 1400 ft harbor boom
- c. 3 x Berms
- d. 36 x Steel plates for covering excavations
- e. Drums 55 gal as required
- f. 1 x Reach lift/JLG
- g. 1 x Conex box for drum storage
- h. 1 x Backhoe

- i. 1 x 6,430 gal IMO (FRAC tank)
- j. 1 x air compressor
- k. 1 x Vacuum truck
- m. 1 x brush skimmers
- n. Venturi blower for clearing VOCs in the trench
- o. Decanting tank (oil/water separator)
- p. HPU for brush skimmer
- q. Vactor truck-
- r. 1 x Conex box for emergency response gear
- s. Shoring boxes and shoring material/system
- t. 4 x roll-offs for soil
- u. 1 x Double diaphragm pump and associated hoses/equip

10. Personnel Resources working full time on Hotel Release:

- a. NAVY – 1 NOSC REP (FOSC)
- b. CONTRACTOR-Varies with different operations 5-17 onsite on any given day
 - i. 1 PM
 - ii. 2 Equipment Operators
 - iii. 1 Foreman
 - iv. 2 Divers
 - v. 1 Dive Master
 - vi. 2 Dive tenders
 - vii. 2 Drivers
 - viii. 5 Technicians
 - ix. 2 x Air excavating crew (vactor operators)(This crew also provides toning services as needed)

**Divers have not been needed in recent weeks, but may be called in as needed.*

11. RECOVERED PRODUCT ESTIMATES:

- a. Recovered 4/30– 5/18/21 = 856
- b. Total recovered by the JBPHH Facility Response Team (FRT) from 3/17/20 until 2/11/21 = 3100 gallons
- c. Total Recovered by BOA contractor, PENCO from 2/12/21 – 5/18/21 = 4,337 gallons
- d. Total since 3/17/20 = 7,437.

12. Waste

DRUMS removed by PENCO and transferred to:

Clean Earth Specialty Waste Solutions, Inc.
 Burlington Environmental, LLC. Tacoma Plant
 1701 East Alexander Ave
 Tacoma, Wa 98421
 Ph: 253-627-75684

4/6 151

4/7 35

5/12 69

Total 255

LIGHT OILY WASTE WATER removed via trailered IMO by PENCO and transferred to:

Pacific Environmental (PENCO)

Pier 33 Honolulu Harbor

Honolulu, hi 96871

PH: 808-545-5195

4/14 4,681 gallons (4,293 water and 388 oil)

5/10 4,849 gallons (4,681 water and 168 oil)

TOTAL 9,530

PREPARED BY:

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