

## INCIDENT STATUS SUMMARY

1. **Incident Name** – HOTEL RELEASE
2. **Operational Period** – 03/24/21 – 03/30/21
3. **Type of Incident** – OIL SPILL
4. **Situation Summary as of the time of the report:**

The NAVY contracted PENCO via the USCG BOA to take over the on water response, recover product, identify areas in which the leak is presenting, and isolate those areas to prevent migration, and investigate/search for the source via excavations.

PENCO continues to maintain a very effective booming strategy. The boom is adjusted and absorbents replaced daily and as needed. Boom runs from the Hotel 1 corner under the main pier and around H5, H6 and runs up toward Halawa Stream along the (b) (3) (A) wall. The identified leak areas (H1/H4, H6/(b) (3) (A)) are effectively isolated to prevent migration. The effectiveness of the booming strategy continues to be effective in preventing product and sheen from escaping the boomed areas.

Excavating began on 3/2 and continues very deliberately and cautiously. Tools 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.

Potholing near the outside excavation revealed a steady flow of fuel that replenishes when vacuumed out. Following the fuel is leading to the area where the active lines take the turn beginning at the fence and out into the asphalt area.

Digging is continuing in excavation #4 above the active lines and parallel to the low point valve tray. This area continues to produce fuel that replenishes when vacuumed out.

PENCO is working with subcontracted expertise to meet all safety requirements. The shoring is due on site 3/31. Excavation #4 will be the first to be shored, and we will dig deeper over the active JP5 line.

Free product is being recovered from trenches using a vacuum truck brush and wand skimmers. The amount of product making it to the water has leveled off at lower volumes.

Excavations/trenches:

1. 1<sup>st</sup> bollard hole –not much product, likely due to being surrounded by deeper excavations now. Covered with steel road plate.

2. Interceptor trench along the concrete fence cap inside of fence. – Serving as an interceptor trench. The amount of product has lessened in this trench

3. Outside of fence: This trench continues to produce significant product Serving as the primary interceptor trench, and provides access to abandoned lines. Observations of this trench revealed that it mostly fills from the South end of the trench.

4. Inside fence between the low point valve tray and the fence. – This trench continues to produce significant product. Observations show that this trench fills from the East end of the trench. Currently continuing dig to expose active lines. The lines are expected to be at approx 10 feet.

5. Outside fence between fence corner and fire hydrant. Potholed as a result of the product observations in trench #3 & #4.

The K111 vault: Very little product. Product being intercepted from trench 4 is likely the reason. We have discovered a concrete electrical conduit that connects K111 with the trench area.

The original pit: Very little product. Mostly water because product is being intercepted. This hole was enlarged to fully expose the PVC waste oil line.

No change to sample results and the Navy does not have immediate plans to conduct anymore sampling. The summary of all sample tests results indicate that the leaking product is primarily JP5 with little weathering and that we do not have PCB concerns.

#### **5. Future Outlook/Goals/Needs/Issues:**

Efforts to locate the source continue through excavating. Research into drawings and archives provided some insight into the subsurface. We potholed to expose the end of the abandoned 300' 12" JP5 line. The welded cap and 4 inch slurry nozzle were intact and did not appear to be leaking.

Recovery equipment is on site and ready any time digging is in progress.

PENCO has brought in an oil/water separator for the decanting. The DOH has concurred with the decanting plan as long as the response/recovery remains an emergency or time critical response. The Navy is working on the disposal plan with PENCO and a waste management plan will be provided when the Navy is ready to add disposal to PENCO's contract.

We will likely need to dig a containment pond. It is expected that we will be handling a large volume of liquid.

Still awaiting the ocean boom, but lack of receipt will not slow progress. No update

All Five abandoned lines and PVC waste oil pipe have been located in trench #3 that runs parallel to and on the outside of the VS3 fence. 6-7 Feet and covered by groundwater/oil. 800 ft 32" F76, 450 ft 18" JP5, 400 ft 16" JP8

The 300 ft 12" JP5 with "new" welded cap. ( Exposed cap on 3/29 and it is not leaking), 300 ft 12" casing line are approximate 2-3 feet deep.

Our immediate future excavating will focus on the active JP5 lines. Trench #4 will be expanded (E to W) and sloped on the West end. A JP5 evolution is scheduled for 4/1 and provides an opportunity to observe the open JP5 trench while the line has operating pressure.

We are leaving trench #3 open for observation and interdiction but shifting focus to trench #4 and the active pipelines.

A waste stream has been established and spill debris, product, and waste is being properly containerized, labeled and stored on site for near future disposition. The NAVY is working with PENCO to

add disposal to the PENCO contract. All of the drums on site have been placed into the conex boxes and will likely be removed from the site by the end of the week. Pending signing of contract modification.

PENCO placed the 6340 gallon ISO tank in a 30 x 60 berm

Our Goals:

1. On-water containment and recovery.
  - Successful. We are seeing a reduction in the amount of product being recovered from the water due to the interdiction efforts. During the last 7 days, 175 gallons were recovered.
2. Prevent oil from reaching the water by intercepting it on land.
  - Increasing success. In the past 7 days 274 gallons of oil have been interdicted prior to reaching the ocean. 61% of product recovered
3. Locate the source
  - In progress. The JP5 line is the item of the most interest at the moment

**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. 3/30 - 12 VOC PPMs in the trench.
- 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 who are actually working in the trenches wear respiratory protection.
- d. Grounding cables are being used for the skimmer operations in the K111 and will also be used in trench #4 due to the discovery of an abandoned concrete electrical conduit.
- 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. Pipes are 4 feet plus below the ground water level
  - iii. Type C soil
  - iv. Working in fuel
  - v. Working/digging on and around active lines
- g. 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 on SITE

- a. 1 x 17 ft Boston Whaler
- b. 800 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/JLGe
- g. 2 x Conex boxes with trailers for drum storage

- h. 1 x Backhoe
- i. 1 x 6,430 gal IMO with trailer (FRAC tank)
- j. 1 x air compressor
- k. 1 x Vacuum truck
- m. 1 x brush skimmers
- n. Ocean Boom (awtg ETA, delayed enroute)
- o. Decanting tank (oil/water separator)
- p. HPU for brush skimmer
- q. Vactor truck
- r. 1 x Conex box for emergency response gear

**NAVY**

- a. TDS 136 Drum Skimmer
- b. 2 x Vacuum trucks

**10. Personnel Resources working full time on Hotel Release:**

- a. NAVY – 1 NOSC REP (FOSC)
- b. CONTRACTOR-Varies with different operations 5-15 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

**11. RECOVERED PRODUCT ESTIMATES:**

- a. **Recovered 3/24 – 3/30 = 449**
- b. Total recovered by the JBPHH FRT from 3/17/20 until 2/11/21 = 3100 gallons
- c. Total Recovered by BOA contractor, PENCO from 2/12/21 – 3/30/2021 = 2554 gallons
- d. Total since 3/17/20 = 5,654.

**PREPARED BY:**

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