

**INCIDENT STATUS SUMMARY**

1. **Incident Name** – HOTEL RELEASE
2. **Operational Period** – 04/07/21 – 04/13/21
3. **Type of Incident** – OIL SPILL
4. **Situation Summary as of the time of the report:**

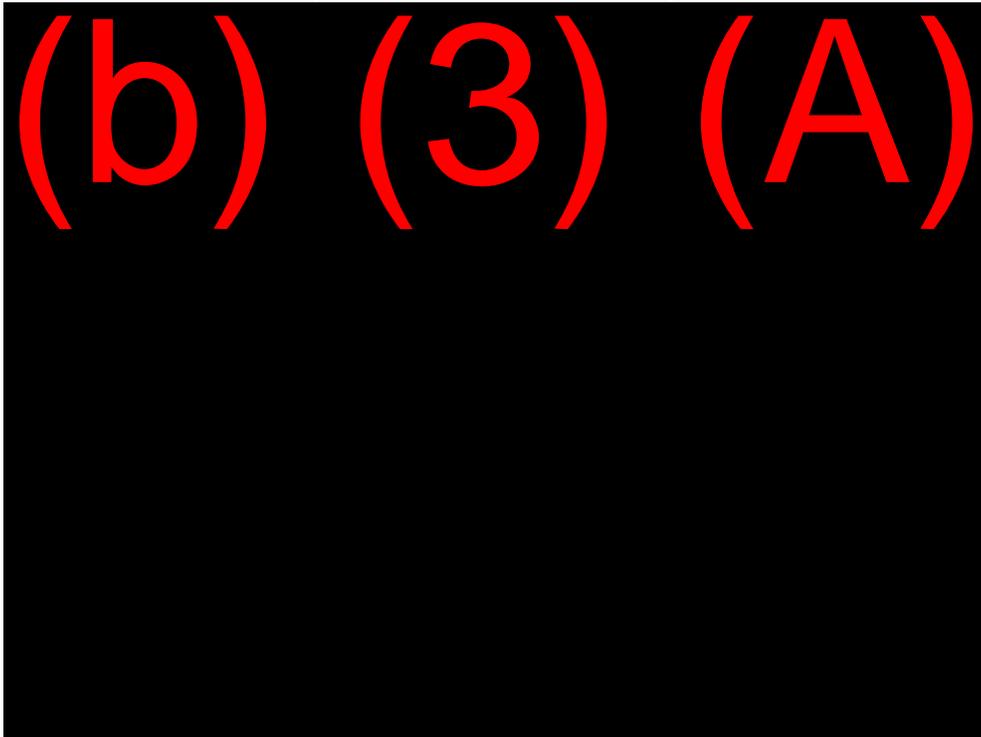
The NAVY contracted PENCO via the USCG BOA to take over the on water response, recover product, identify areas in which the leak is presenting, and isolate those areas to prevent migration, and investigate/search for the source via excavations.

PENCO continues to maintain a very effective booming strategy, adjusting and replacing sorbents/boom as needed. 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 was received and will be installed as a tertiary layer around H6 and (b) (3) (A) as a precaution.

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.

Focus remains in the area of the active lines leaving VS3.

Potholing continued around the VS3 LP valve tray. Only small amounts of oil were found. All of the potholes quickly undermine. Potholing is continuing. Some of the potholes will be left open by inserting a casing for later observation and/or product interdiction. Potholing continues as shown:



The amount of free product being recovered from the trenches has begun to lessen.

Most of the trench product is being recovered from trenches 2 & 3 with the largest volumes coming from 3. These trenches will remain open for observation and interdiction.

Friday (4/2), trench 2 had dark fuel on the North end and white fuel in the South. PENCO took samples for testing. Still no results

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.

We have numbered the excavations:

#### **EXCAVATION NAME AND NUMBERS**

- 1. 1<sup>st</sup> bollard hole. Expanded to a trench CLOSED**
- 2. Inside abandoned line trench next to fence**
- 3. Outside abandoned line trench next to fence**
- 4. LP Valve tray trench**
- 5. Pothole by the fire hydrant CLOSED**
- 6. Pothole between 4 and the LP valve tray JP5 line CLOSED**
- 7. Pothole near LP Valve Drains CLOSED**
- 8. Original pit large section with the PVC waste oil line**
- 9. Original pit small section**
- 10. Expanded sink hole at H4/5 corner**
- 11. Pothole between 4 and LP valve tray JP5 Line CLOSED**
- 12. Pothole between 4 and LP valve tray DEFUEL Line CLOSED**

(b) (3) (A)

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

Continue all interdiction and recovery efforts.

Efforts to locate the source continue through excavating.

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.

We may not need to handle the water on a large scale (containment pond and decanting), until we locate the source.

The current strategy is to minimize the size and number of excavations and continue controlled removal of the free product until the source is found. Then we can build the containment pond and expand the excavations.

The NAVY has added drummed and liquid wastes to the PENCO contract.

The amount of product being recovered each day continues to decline.

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

Our immediate future excavating will focus on the active JP5 lines. We are uncertain on trench 4 at the moment.

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, 88 gallons were recovered.
2. Prevent oil from reaching the water by intercepting it on land.
  - Increasing success. We are now seeing less product in the trenches as well as the water.
3. Locate the source
  - Progress continues.

**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. Personnel are not working in the trenches. All current work is conducted from ground level.
- 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 may eventually work in the trenches will 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.
  - i. Current dig plan will fill back in the area of the 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. 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 excavate.
- 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. 1,000 ft ocean boom
- 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. Air exchange equipment for working in the trenches

**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)

**11. RECOVERED PRODUCT ESTIMATES:**

- a. **Recovered 4/7 – 4/13/21 = 88**
- 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 – 4/13/21 = 2924 gallons
- d. Total since 3/17/20 = **6024**.

**PREPARED BY:**

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