Report Date: 4/23/2021

INCIDENT STATUS SUMMARY

1. **Incident Name –** HOTEL RELEASE
2. **Operational Period –** 04/14/21 – 04/22/21
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 will be installed a tertiary containment layer after a severely dilapidated section of wall/fence is repaired, to enable safe access to install a tide riser (ETR 4/28).

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 has become the suspected source of the light fuel.

-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. No light colored fuel has been seen since.

- The amount of dark colored oil being recovered from within the VS3 fence line since 9 April has been very small

-The majority of oil being recovered now is from trench 3.

-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 abandoned lines as a possible source

CURRENT COURSE OF ACTION:

Remove and recover the legacy oil and any active oil release in the vicinity of VS-3 using natural and induced flow of the oil & ground water to intercepting trenches.

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. Pumps will recover water and oil from the intercepting trenches, through oil water separators, and reintroduce the water in the upslope wells. The groundwater assisted by the reintroduced water will push the oil to the downslope trenches, the pumps, and the oil/water separators. The cycle continues as needed to clean the area of black oil and prevent it from going into the water.

Observation wells will be place around the LP valve tray to detect and locate active spills while the black oil, legacy oil is removed from the area. The ability to pinpoint an active spill is greatly improved as the background plume is removed.

Potholing, toning, and equipment preparation to implement this plan began on 4/23/21.

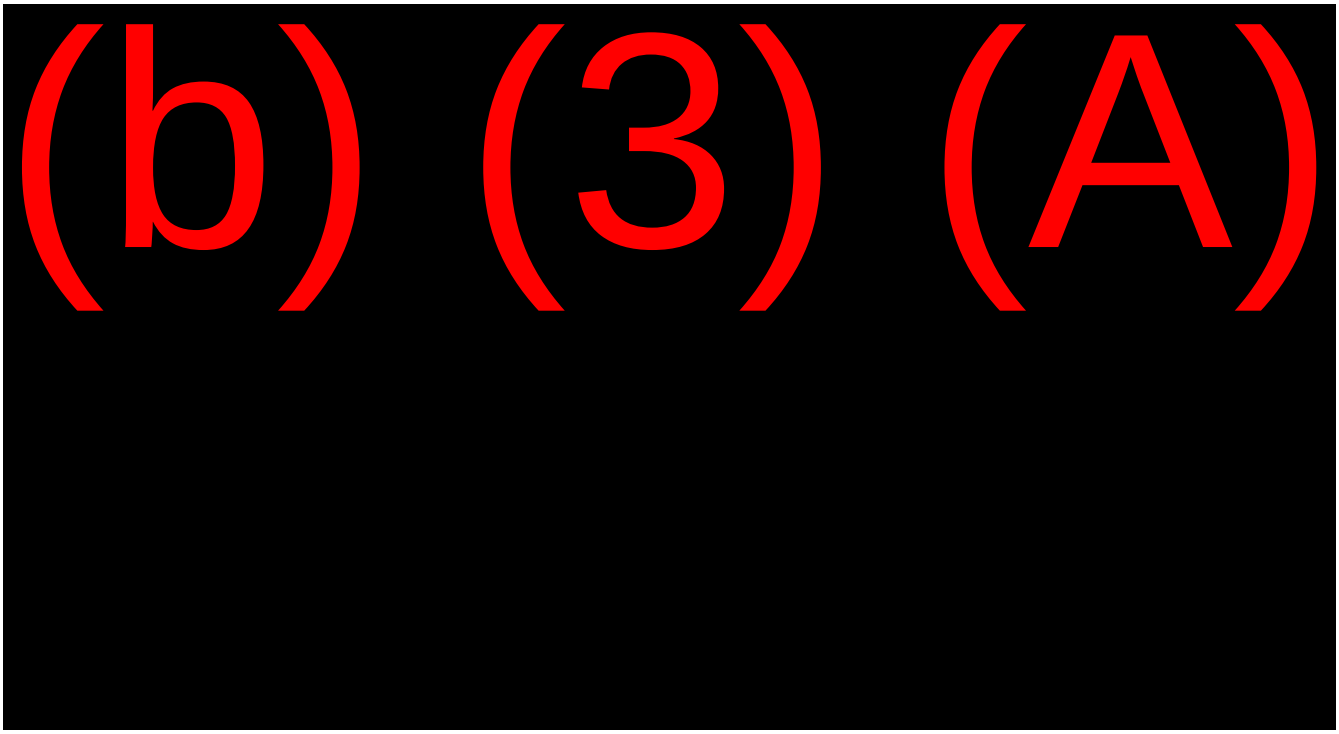
Researching regulatory requirements prior to reinjecting the clean water back into the wells.

There is no evidence of a current leak from one of the active lines at VS-3. All recent recovered oil is black.

Our Goals:

1. On-water containment and recovery.
    -No sheens observed escaping containment
    -Continuing decline in amount of oil going into the water, 72 gallons total over the last 7 days (4/16-4/23).
2. Prevent oil from reaching the water by intercepting it on land.
    -Increasing success.
3. Locate the source
    -As of the time of this report it theorized that the defuel line was a source that may has low leaked for a period of time before the release was discovered The released 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. The plume and o
    In addition, to the Defuel line it is also assumed that the known plumes are contributing to the release.

The diagram below illustrates this course of action:



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. 4/22 - 19 VOC PPMs in trench 3. 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

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)

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

11. **RECOVERED PRODUCT ESTIMATES:**
    a. Recovered 4/16– 4/22/21 = 90
    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 – 4/22/21 = 3119 gallons
    d. Total since 3/17/20 = **6219**.
12. **Waste**
    a. 151 Drums removed 4/7

i. Approx. 60 full drums properly drummed, weighed, and labeled, on site stored in container awaiting removal from site when the container is full.

b. IMO Emptied and returned (approx. 4500 gal total liquid) 4/14.

NOTE-I am currently working with PENCO developing a new dig/laydown diagram. I will share it next week.

PREPARED BY:

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