

**INCIDENT STATUS SUMMARY**

1. **Incident Name** – HOTEL RELEASE
2. **Operational Period** – 03/31/21 – 04/06/21
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.

No digging took place on Monday and Tuesday due to training and fueling operations.

All PENCO personnel working on site, and the NOSC attended the 8hr Excavation & Trenching Competent Person Certificate course.

On 4/7 Pothole 6 -an 8" pothole found the active JP5 line at 7'3". The line was under more than 2 feet of water. Continuous water/fuel removal was necessary to glimpse the pipe. The hole was beginning to undermine from the bottom and it was closed.

PENCO is working with subcontracted expertise to meet all safety requirements. A shoring box and material arrived and has been placed into trench 4. The box will be removed and we will likely trench above and parallel to the line (perpendicular from the valve tray.)

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.

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.

Last week Friday, trench 2 had dark fuel on the North end and white fuel in the South. PENCO took samples for testing. No results yet.

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.

Excavations 1 and 6 closed today.

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 (dig Wed 4/7) 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

(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.

We will likely excavate another pot hole tomorrow on the JP5 inside line (approx. 6-8 feet west of pothole 6).

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. Trench #4 will be expanded (E to W) and sloped on the West end.

The JP5 evolutions did not show a change in product in the trenches or in the water.

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.
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. 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. 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/JLG
- g. 2 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 (4/6 delivery)
- 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 5-15 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 3/31-4/6 = 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 = 2802 gallons
- d. Total since 3/17/20 = **5,902.**

**PREPARED BY:**

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