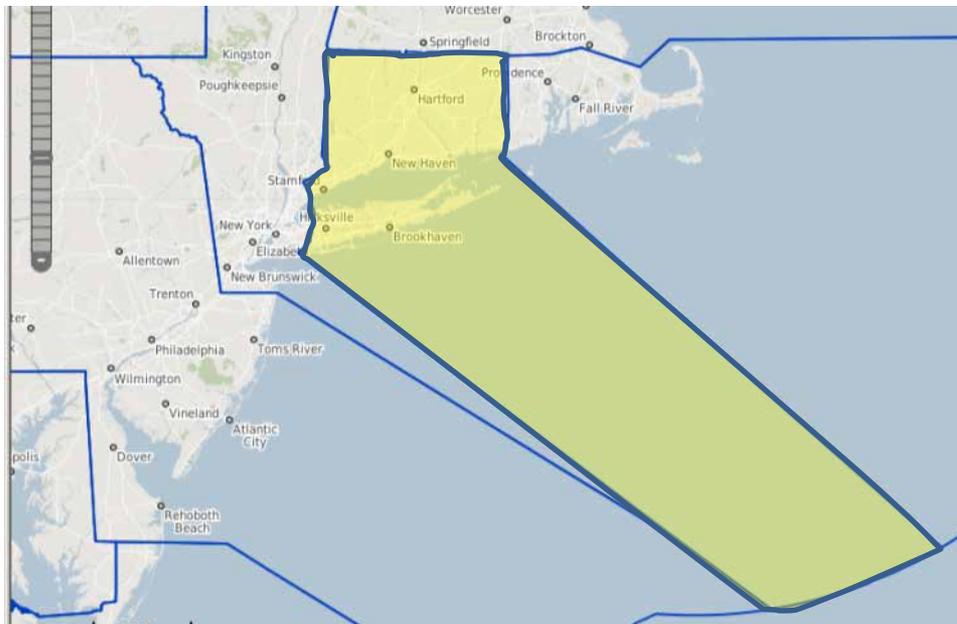




Sector Long Island Sound



Incident Management Division/MSD Coram NOV 2016 – APR 2017



	NRC Notifications	RRT Activations	FPN Projects	CPN Projects	NOV's	LOW's	Civil Penalties
SLIS	37	0	2	0	1	2	1
MSD	36	0	3	0	0	9	0

Captain Drew Tucci, Sector Commander



Outline

- NRC Reports
- Major Case Summaries
 - MYSTIC MYSTERY SHEEN
 - NEW HAVEN TERMINAL
 - AMERICAN GREEN FUELS
 - F/V MISS SCARLETT
 - F/V MS1926BC
 - DOWNED RECREATIONAL AIRCRAFT
 - TAR BALLS
 - COIMBRA
- Winterization Outreach
- Conclusion



NRC Reports Jan 2014-Apr 2017

Year	NRC Reports	Federalized Cases	LOWs	NOVs	Civil Penalty
2014	280	7	25	12	0
2015	308	4	45	9	0
2016	353	4	34	5	1
2017	55	0	4	1	1

Type of Incident	2014	2015	2016	2017
Vessel Sinking/Ops	66	62	37	8
Mystery Sheen	56	67	76	9
Potential	41	44	69	4
Miscellaneous	42	48	57	1
Facility Ops	19	30	17	7
Vehicle Accident	17	11	17	5
Drill	14	3	15	4
Fire	11	11	11	1
Transformer	7	22	13	3
USN Sub Base Groton	3	4	8	3
Home Heating Oil	4	6	4	0



Federalized Case: Mystic Mystery Sheen B17016



Date of Spill:

24 Nov 2016

Location:

Mystic River, Mystic, CT

Type and Amount of Product Spilled:

Unknown amount of unknown oil (150 gal potential)

Cause of Spill: A home heating oil spill from a residence leached into the storm drain system and discharged into the Mystic River.

Other Agency Involvement:

CT DEEP worked with CT DOT to identify a potential source and assisted with the planning process. Mystic PD provided traffic control.





New Haven Terminal



Date of Spill:

18 Jan 2017

Location of Spill:

New Haven Harbor, New Haven, CT

Type and Amount of Product Spilled:

500 Gal #2 Fuel Oil

Cause of Spill:

An underground pipe on the facility carrying un-dyed #2 fuel oil, ruptured and discharged oil into the storm water system, which released into the harbor.

Other Agency Involvement:

CT DEEP acted as state OSC. SLIS IMD opened the OSLTF for incidental costs.





American Green Fuels

Date of Spill:

19 Jan 17

Location:

New Haven Harbor, New Haven, CT

Type and Amount of Product Spilled:

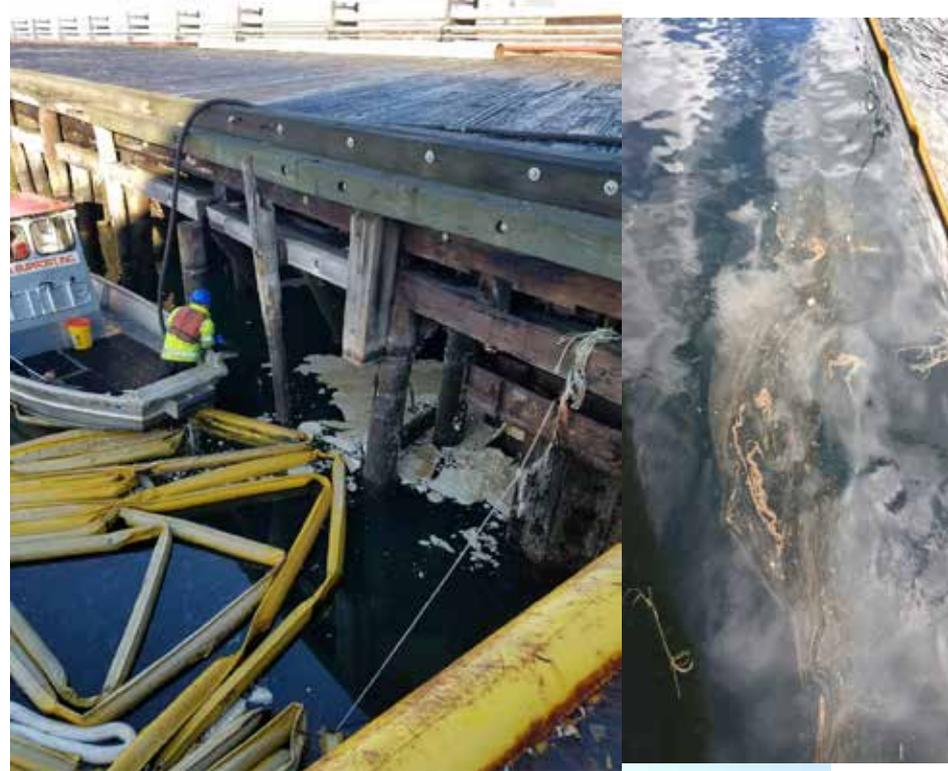
25 Gal of Biodiesel

Cause of Spill:

A rail car transporting biodiesel was over pressurized, causing the product to discharge into a storm drain and out into the harbor.

Other Agency Involvement:

CT DEEP and New Haven FD also responded.





F/V Miss Scarlett

Date of Spill:

27 November 2016

Location:

Montauk, NY

Type and Amount of Product Spilled:

1,100 gallons of diesel - Potential

100 gallons of lubricating oil - Potential

Cause of Spill:

Captain of the vessel fell asleep while at the helm, allowing the vessel to run aground near Montauk, NY.

Other Agency Involvement:

Worked closely with RP, NYDEC and OSRO to lighter 1,200 gallons of oil, refloat, and apply temporary patch to the hull. Coordinated dead-ship tow with Sector Southeast New England to transfer vessel into their AOR for dry-docking and permanent repairs.





F/V MS1926BC

Date of Spill:

18 December 2016

Location:

Shinnecock Bay, NY

Type and Amount of Product Spilled:

03 Gal of diesel (150 gal potential)

Cause of Spill:

Vessel was discovered submerged and actively sheening at the commercial dock due to unknown causes.

Other Agency Involvement:

MSD Coram opened the OSLTF and contracted Miller Environmental and Long Island Crane & Rigging to remove the fuel and vessel from the water. The Town of Southampton assumed responsibility for the vessel once it was removed.





Downed Recreational Aircraft



Date of Spill:

11 December 2016

Location:

East Shoreham, NY

Type and Amount of Product Spilled:

10 Gal Gasoline

Cause of Spill:

Mechanical failure caused the engine to shut down

Other Agency Involvement:

NTSB was the lead investigating agency. Coordinated with FAA during salvage planning to allow for preservation of evidence and proper investigation procedures.





Mystery Tar balls

Date of Spill:

04 December 2016

Location:

Fire Island, NY

Type and Amount of Product Spilled:

Large amount of suspected tar balls on shore

Cause of Spill:

A dredging operation offshore was the suspected cause

Other Agency Involvement:

NPS and local PD assisted in the investigation. Once testing of the tar balls revealed them to be inorganic material and not petroleum, worked with ACOE and dredging company to prevent further contamination of the beach.





M/T COIMBRA



Date of Spill:

15 Jan 1942

Location of Spill:

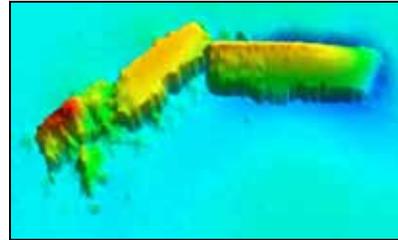
35 nm South of Montauk, NY

Type and Amount of Product Spilled:

The M/V COIMBRA was carrying 64,800 bbls of lubricating oil and Bunker C fuel oil when she was hit by a torpedo by a German U boat and sank. Wreckage periodically discharges oil. It is unknown how much has been released and how much still remains onboard.

Other Agency Involvement:

NOAA conducting satellite surveillance of the area for sheens. CT DEEP, EPA, and NOAA working with USCG to discuss potential courses of action.





M/T COIMBRA Assessment

Federal On Scene Coordinator Vision

- Determine the potential of discharge of oil.
- Establish a baseline condition of the vessel.
- Create a repeatable and long-term assessment process.
- Capture lessons learned to inform similar assessment and response operations in other areas.
- Safety of human life shall be the highest priority for all operations.

Task Force

U.S. Coast Guard

- Academy
- Atlantic Strike Team
- National Pollution Funds Center
- Research & Development Center
- Sector Long Island Sound
- Coast Guard First District
- Shoreside Infrastructure & Logistics Center

National Oceanic and Atmospheric Administration

U.S. Navy SUPSALV



M/T COIMBRA Assessment UPDATE FROM CAPT'S EDITS TO DOCS

Objectives (accomplished through contract):

- Determine the vessel's exact location and overall orientation, stability, list, and trim.
- Construct digital model of vessel using multi-beam sonar
- Identify current source(s) of discharge
- Determine potential source(s) of discharge from accessible and inaccessible tanks.
- Determine degradation, corrosion rates, and immediate areas of concern for all current and potential discharge source tanks.
- Provide high-definition video and photography of the wreck site.
- Provide report identifying salvage options to prevent or mitigate a substantial threat of discharge to include potential access points for pumping/hot-tapping.

*These objectives are currently being offered through CG SILC for bid with an estimated mobilization time of Summer 2017.



M/T COIMBRA Assessment UPDATE FROM CAPT'S EDITS TO DOCS

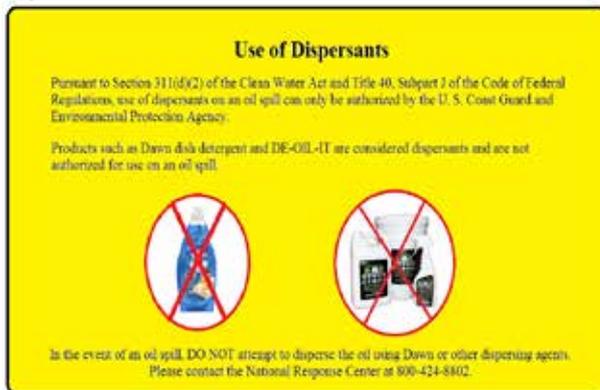
Objectives (accomplished with government agencies):

- Provide data of seabed adjacent to wreck site for reference/planning of future salvage/remediation actions.
 - Provide report characterizing seasonal weather patterns and potential storm events that may disturb wreck site.
 - Provide report identifying potential economic and ecological effects of oil discharge including tourism, Fisheries, and protected species/habitats.
 - Provide report identifying issues associated with historic preservation and potential gravesite status to decide what future actions have underwater cultural heritage impacts.
 - Provide report that constructs chronology of past discharges from wreck site and characteristics, if known.
- * These objectives are currently being planned and coordinated amongst Task Force members.



Dispersants/Winterization

- In an effort to decrease vessel damage due to snow and ice, winterization bulletins developed and distributed
- 56% reduction in reports of vessels sinking
- Significant education and outreach regarding use of dispersants continues.



U.S. Department of Homeland Security
United States Coast Guard

Commander
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Sector Long Island Sound

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16750/16-302
16 Sep 2016

MARINE SAFETY INFORMATION BULLETIN 07-16

SUBJECT: WINTERIZATION

Winter and the cold weather associated with it are approaching quickly and can catch mariners off guard. The U.S. Coast Guard, Coast Guard Auxiliary, U.S. Power Squadron, and state boating agencies from New York and Connecticut are working together to emphasize the importance of preparing a vessel for winter conditions.

Those intending to take vessels out of the water are advised to:

- Remove all water from the bilges.
- Remove batteries; store them in a dry, heated place.
- Secure all loose gear.

Those intending to leave vessels in the water are advised to:

- Conduct frequent checks of your vessel, especially after snow storms.
- Remove heavy snow and ice buildup.
- Keep the batteries charged and make sure that bilge pumps are working.
- Double up mooring lines; check lines often for signs of chafing.

*NOTE: Most marinas offer professional winterization services. Consult a certified marine engine technician for tips on winterizing engines for below freezing temperatures. Remember that taking the vessel out of the water is the proven way to ensure safety of your vessel!

For a free vessel safety check contact the CG Auxiliary at <http://cgaux.org/vsc/>

A. E. TUCCI
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Visit us on Facebook at www.facebook.com/SectorLongIslandSound/



Unit Responders

	Sector IMD	MSD Coram
Active Duty	8	14
Reserve	3	6
Auxiliary	1	4
	Total Pollution Responders	Total Pollution Responders
Qualified	7	11
Auxiliary	1	0
Break-in	1	1
	Total FOSCRs	Total FOSCRs
Qualified	2	4
Alternate qualified	3	0
Break-in	3	1



FY17 Training, Drills, & Exercises

Training

Description	Dates
ICS 402 Liaison Officer	17-20 Jan 17
ICS 346 Situation Unit Leader	06-10 Feb 17 27-31 Mar 17
Pollution Incident Response	27 Feb-03 Mar 17
Science of Oil Spills	27-31 Mar 17
FOSCR	03-07 Apr 17
ICS 340 Operations Section Chief	03-07 Apr 17
Oil Spill Control	17-21 Apr

Drills/Exercises

Description	Date
Ohmsett/ Strike Team Visit	April 20, 2017

Description	Dates
GIUE	30 Nov 16 07 Mar 17 10 May 17 July 2017

Contacts?

Position	Name	Phone
Sector Commander	CAPT Drew Tucci	(203) 468-4570
Chief of Response	CDR Andrew Ely	(203) 468-4406
Incident Management Division	LCDR Jesse Diaz	(203) 468-4414
Public Affairs	LT Matt Richards	(203) 468-4433