



PORT WILLIAMS SHUYAK ISLAND SPILL: USCG LESSONS LEARNED

Alaska RRT Meeting
March 5, 2019

INCIDENT SUMMARY

- 3000 gallons of Bunker C oil stored in a bladder on a pier at Port William, on Shuyak Island, Alaska
- A wind-storm led to collapse of the pier and discharge of the oil on 26 Feb 2018
- There was no action on the part of the owner, so the FOSC assumed the response and formed a Unified Command with ADEC
- Response continued until 29 APR 2018 and was funded by Oil Spill Liability Trust Fund and CERCLA Superfund
- Participants included USCG, State of Alaska, DOI, NOAA, Northern Land Trust, Alaska Chadux Corp., Global Diving & Salvage, Inc., NRC Alaska LLC, and The Response Group

PORT WILLIAMS, SHUYAK ISLAND, AK



INCIDENT TIMELINE

- 26 February: Discharge Incident
- 01 March: Initial on-scene assessment & containment booming
- 10 March: Structural Engineer deems structure unsafe
- 17 March: HAZMAT classified and removal begins
- 24 March: Removal of large oiled debris with barges
- 28 March: SCAT team recommends cleanup actions
- 05 April: Major debris removed
- 06-13 April: Pressure washing and deluge systems on oiled beaches
- 16 April: UC stands down IMT and begin disposal phase

LIMITATIONS

- Remote incident location
- Weather
- Communication: satellite phones with limited internet connectivity
- No shore side berthing
- Hazards related to collapsed pier and remaining pier structure

LESSONS LEARNED: INCIDENT MANAGEMENT TEAM (IMT)

- All IMT personnel:
 - Co-located within same geographic location
 - All Section Chiefs within IMT
 - All Sections within same geographic location
- USCG Sector Anchorage staffing and hosting of IMT
 - Maximize local staffing prior to external request for forces
 - Sector Anchorage requires infrastructure and IT improvements to host extended IMT

LESSONS LEARNED: IMT

- Logistics Sections for rural/remote Alaska incident response requires maximum flexibility
 - Multiple OSRO's, contractors and/or RPs should provide the IMT with logistics specialists
 - To maintain span of control and oversight, logistics specialists can be deputies with a qualified Coast Guard Logistics Section Chief providing oversight and coordination

LESSONS LEARNED: PROFICIENCY

- As a Response Community, we should increase our proficiency through training & exercises on:
- IMT development of spill cleanup and removal endpoints - "How clean is clean?"
- The response to, and mitigation and removal of, persistent oils in the Alaskan environment.

LESSONS LEARNED: INVESTIGATIONS

- USCG Sectors do not have the staffing nor training to conduct concurrent pollution response and investigation.
 - Investigation requires NCP compliant preliminary assessments, removal investigations, responsible party inquiries, etc.
 - USCG Sectors must request external investigation support early in a response

LESSONS LEARNED: PREVENTION

- The Importance of Prevention
 - 3000+ gallons of persistent oil should not have been permanently stored in this manner.
 - Administrative controls by agencies must be maintained to reduce or eliminate risk of discharge

LESSON LEARNED: AREA COMMITTEE

- This incident predates formation of NCP Compliant Area Committees in Alaska
- After Action Reports for future incidents of this magnitude should be led by Area Committees
- Area Committee led After Action Reports should incorporate lessons learned from all participants of the response for collective learning and comprehensive improvement across the response community.



PORT WILLIAMS SHUYAK ISLAND SPILL: USCG LESSONS LEARNED

AWA-AC@uscg.mil