

# Agenda Item 11

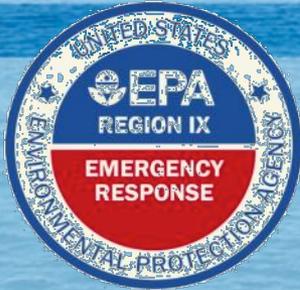
## Briefing on the Alameda- Oakland Estuary Clean-up

February 20, 2014

Todd Thalhamer, CalRecycle

Will Duncan, US EPA

# Abandoned Vessels and Marine Debris Recent Removal Actions In the Bay Area



**The Respect in March 2007 a month before sinking in Oakland Estuary**

Photo by Vanessa B. Marlin/The San Francisco Chronicle Shoot Date, 3/14/2007, Alameda Estuary.

# Oakland Estuary: How did this effort Start?



- **OPD requested a site visit base on the previous Petaluma Cleanup**
- **CalRecycle received \$650,000 grant from Cosco Busan Oil Spill Settlement Recreational Use Program to enhance Oakland Estuary via removal of marine debris, abandoned vessels, old piers & docks, and navigational hazards. CalRecycle matched grant with its own \$650,000 for total of \$1.3m enhancement project**
- **August 24, 2012**, CalRecycle sends Request for Federal Action to USCG, Sector SF, EPA and ACOE “specifically requesting all three federal agencies participate in a joint venture in raising, evaluating, assessing, and removing abandoned vessels and debris in the Oakland Estuary.”
- **May 14, 2013**, USCG authorized USEPA to serve as lead in coastal zone (USCG jurisdiction) under CERCLA; USCG retain lead for oil response under CWA/OPA.
- **July 2013**, Established a multi-agency Task Force to evaluate the permits and issues

# EPA Conducts a Removal Assessment

- On April 18, 2013, the EPA and their technical contractor conducted a removal assessment. April 18 was a minus tide day allowing for access to parts of the submerged vessels. USCG and California Fish and Wildlife were present as well
- EPA collected samples from the tugs “Captain Al” and “Respect”, the commercial fishing vessel and the “flotilla”(a wooden tug boat and dock) in San Leandro Bay. The Removal Assessment summary report stated:  
*“The results of this removal assessment document that concentrations of metals, PCBs, TPH, and asbestos are present above screening levels in samples collected from four submerged or partially submerged vessels within the Oakland Estuary”.*

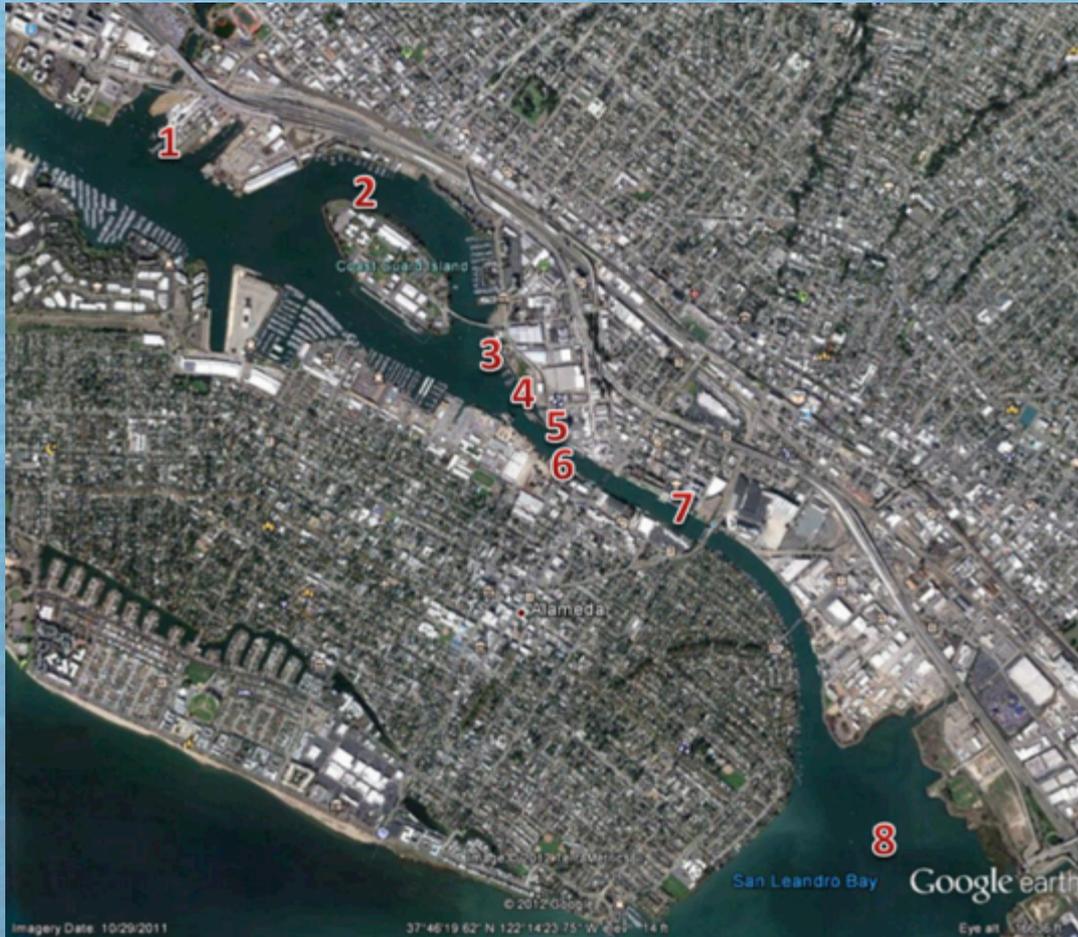
Site 6



Site 3



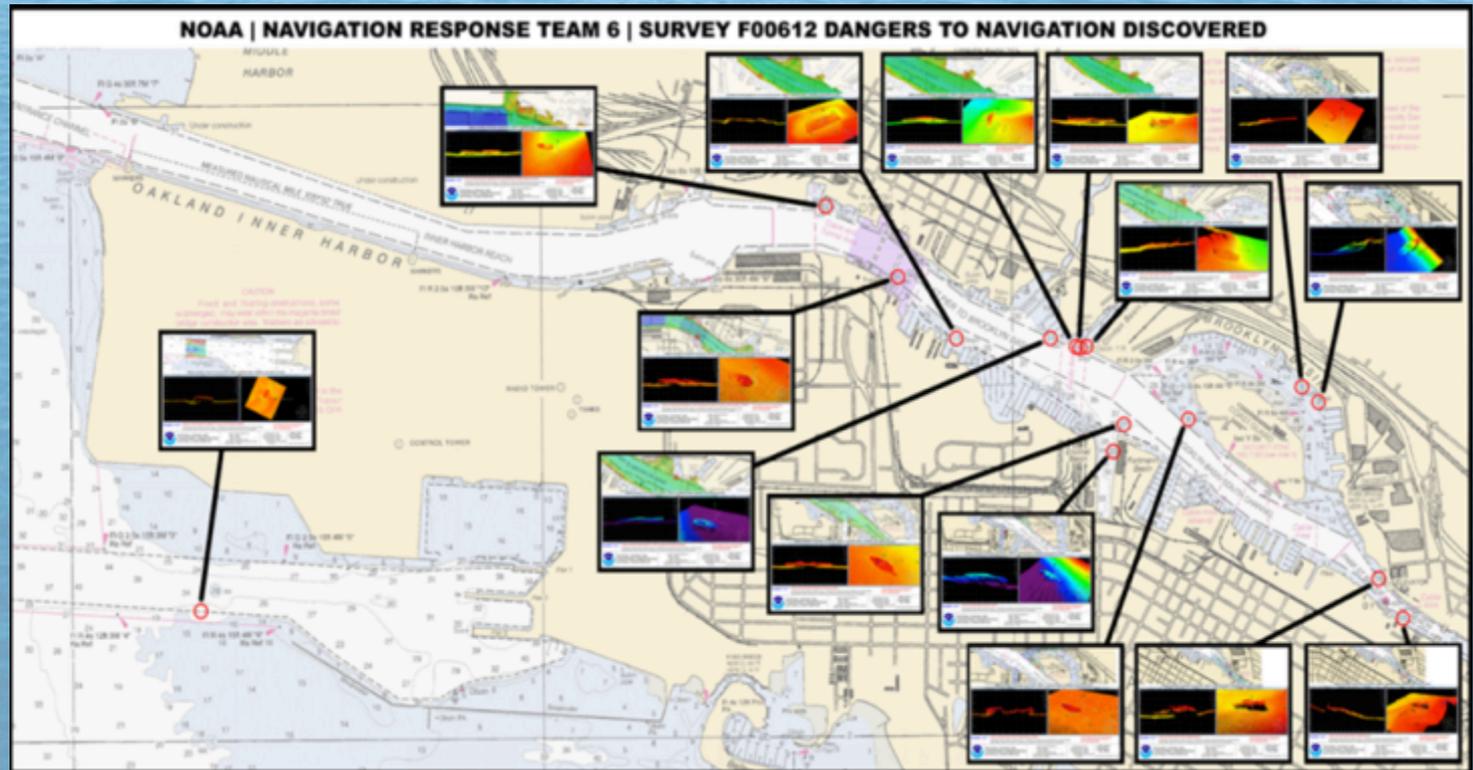
# Overview of the Initial Project Area



- CalRecycle will tow or remove, using a crane barge, all vessels to a staging area where they can be removed and demolished
- CalRecycle will process and dispose all solid wastes. Hazardous waste will be given to EPA to dispose

# Additional Sites

- General Sites A and B
- Site 6 Shoreline Cleanup
- Site 9, 10 Marine Debris
- NOAA Sites Marine Debris



# Site 1: State Lands Commission Adjudication



Source Google Earth

# Abandoned and Adjudicated Vessels



# Site 2 and 3



Source Google Earth

## Site 2 and 3



Note: Site 2 and 3 have historic preservation issues. Site 2 was eventually dropped due to these issues.

## Site 3: BCDC Mitigation Funds



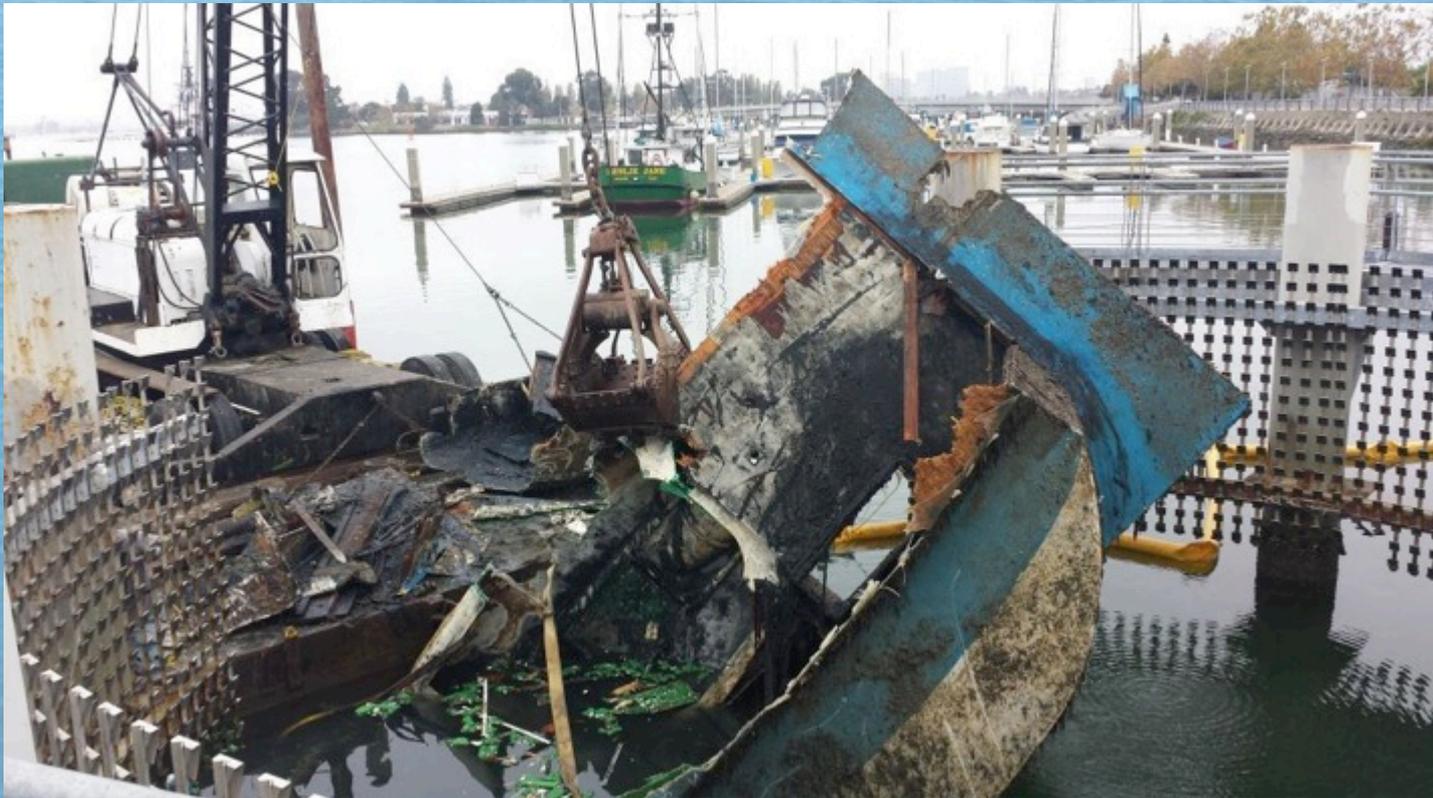
Note: Site 3 included demolishing a wharf. This action was identified as having an adverse effect on the historical significance to the property and area. Although it was still ultimately demolished, several recording steps were completed prior to the commencement of removal activities.

# Site 4 - Pier and Site 5 - SLC Adjudication



Source Google Earth

# Site 4 Removal



# Site 5



# Site 6 w/EPA



Source Google  
Earth

# Site 6: The Tugs “Captain Al” and “Respect”



# Site 6: What About The Sediments?



Note: Initially the plan was to pump sediments into a 200 foot hopper barge.

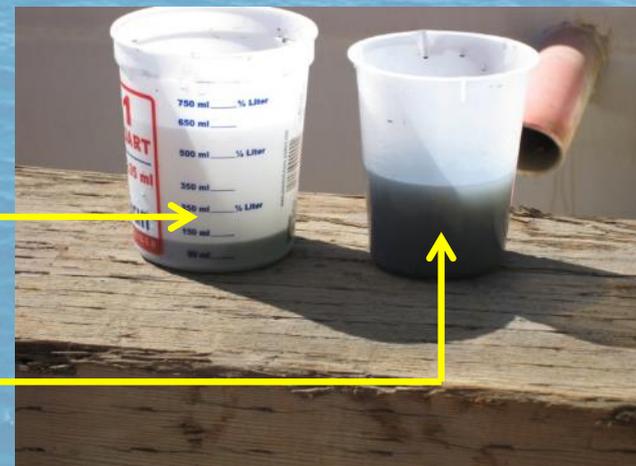
# Site 6: What About The Sediments?



Note: Switched out to a land based system

# Site 6: What About The Sediments?

- Approximately **1700 Cubic Yards** of sediment were removed from inside the tugs “Captain Al and “Respect”
- Over **1 Million Gallons** of water was discharged back into estuary after sediments were allowed to settle out



Sediment settles out with the help of a flocculent

Sediment slurry before settling

# Site 6: Raising The Tug “Captain Al”



# Site 6: Demolishing the Tug “Captain Al”



# The Respect Sinks on April 10, 2007 One Day After Being Vandalized

- April 12, 2007: **SF Chronicle Watch UPDATE: DAY 23** Sunken Respect: A 150-foot vintage towboat named Respect sank Wednesday morning in the Alameda Estuary. A tipster alerted Chronicle Watch in March that the '50s-era vessel was listing on a deteriorating barge and in danger of breaking free from its tethers and drifting into the Park Street Bridge. Since that report, Mike Dillabough of the Army Corps of Engineers helped locate the boat's owner, a longtime ship captain from Vancouver, British Columbia, who had planned to tow the Respect to a Seattle shipyard for restoration. Now, crews with the U.S. Coast Guard and the Army Corps of Engineers are surveying the ship to see if it is blocking traffic in the channel. The spot will be marked with a buoy, and the owner has pledged to hire contractors to raise the boat. . . . **There are no chemicals onboard that would pose a threat,** Dillabough said.

# The Respect and its Owners

- **1945:** The tugboat was built in 1945 for the Atchinson, Topeka, and Santa Fe Railway Company, and was originally known as the Engel. It provided Cross-Bay Float Service from 1945 to 1969
- **1969:** With barge traffic declining, Santa Fe sold *Engel* to John K. Seaborn. **The name changed to the Respect in 1975**
- **2006:** Seaborn sold the vessel to Gary Sause of Sause Marine Services, Inc., who apparently intended to dieselize the vessel
- **Approx 2007:** Sause sold the vessel to Jeff Varnell for \$1, who soon thereafter sold it to for \$1 to **Ronald Cook of British Columbia, the owner at the time of its sinking in 2007**

# Site 6 Raising The Tug “Respect”



# Site 6 Raising The Tug “Respect”



# EPA Contractors Removing Asbestos from the Respect December 2013



# Site 6 Demolishing The Tug "Respect"



# Site 8: San Leandro Bay



# Site 8: San Leandro Bay

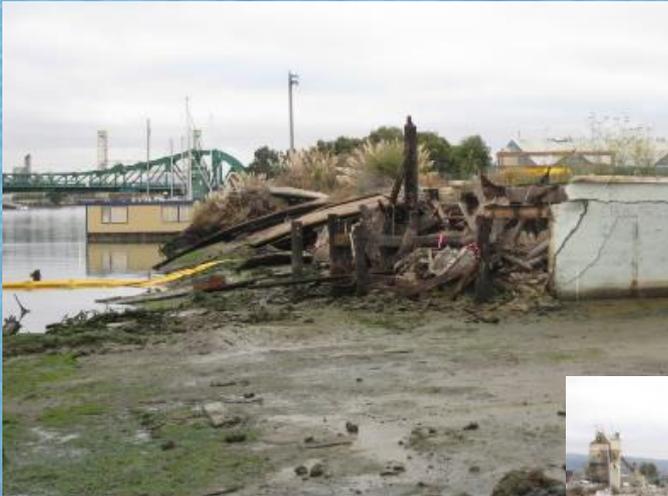


Note: After the EPA removed asbestos, the state demolished the vessel and dock.

# Since You're Here Would You Mind...?



Not only did we remove additional abandoned vessels and marine debris, we also took on a shoreline clean-up



# Since You're Here...Would You Mind..?

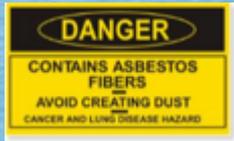


# EPA's Time-Critical Removal Action

## July 23, 2013

- EPA approved Action Memo for Oakland Estuary Marine Debris Removal; **total project ceiling of \$3.6m and total estimated recoverable costs of \$5.4m** to address:
  - 4 large sunken wrecks (Respect, Captain & 2 commercial fishing vessels);
  - Any haz substances from approx 35 illegally moored vessels, dilapidated docks, piers, pilings and other like marine debris
- CalRecycle lead addressing and disposing solid waste
- Coast Guard, as lead FOSC for oil response, after much discussion, opened the Oil Spill Liability Trust Fund (OSLTF) to fund raising of Respect, removal/disposal of fuel at cost of approximately \$2.6 million
- Cost to EPA to comply with National Historic Preservation Act Approximately \$50,000.

# What EPA Found at Oakland Estuary



- Hazardous Substances

- Asbestos Containing Material 17,700 Lbs
- Waste Paint Related Material 3,270 Lbs
- Flammable Liquid 1,000 Gal
- Acid Liquid 40 Lbs
- Toxic Liquid 120 Lbs
- Waste Oil 50 Gal
- Explosives (flares) 32 Units
- Marine Batteries 29 Units
- Non-RCRA Debris 33 Yds
- Miscellaneous ( antifreeze, aerosols) 145 Lbs



- Sediments (California Hazardous)

1700 Cubic Yds

- Propane containers, E-Waste, etc.

Various



# CalRecycle Stats

- 73 Sites Processed
  - 58 Vessels
  - 9 Debris Sites
  - 4 Docks
  - 2 Shore Lines



# Solid Waste Stats

- Recycling
  - Metal ~ \$68,000
- Creosote ~ 125.5 t
- Debris ~ 354.5 t
- Concrete – 35 loads



# What Is Left?



- EPA is Getting Rid of 3000 Tons of Sediment and crushed concrete (CA Hazardous Waste)
- CalRecycle has the following items left:
  - Finish the demolition of tug “Respect”
  - Remove 5 more vessels

# Other Stats

- 911 Responses to Sunk or Sinking Vessels
  - 6x
  - Ave 2 a month in the estuary
- Worst response – 55 gal blue drum –HW
- Channel Closures -2x
- Yelled at or threatened by indigents – 8x
- Finding a paint marks for 5 blocks from a former keel - Priceless

# Got Keel?



# 3 Keys to Success



- Enforcement with Local Law and State Lands
- Local Project with Federal and State Partnerships
  - Federal: USEPA, USCG, USACE, NOAA
  - State: SLC, DFG, BCDC, RWQCB
  - Local: OPD, APD, ACSO, City of Oakland, City of Alameda, East Bay Parks, and others
  - Community: Harbor Masters, Bay Keeper, Local Residents and Political Support
  - Contracting Resources
    - EQM, PCE, Global, Jerico, Dutra, SEAL, Divers, BYS
- Joint Resources working together for a common goal with specific abilities and authorities.

# Multi-Agency Collaboration

"This is yet another example of what can be accomplished in the Bay Area when federal, state and local partners marshal resources and efforts," **Capt. Gregory Stump**, the Coast Guard's operational commander for Northern California, said in a statement. "No single entity could have achieved this mammoth undertaking given the fiscal realities at all levels of government, however, side-by-side we can and will tackle the most difficult challenges that lie ahead."

# Most Common Question/Statement Raised by Illegal Mooring

*“My boat is not a threat, why do I have to move it?”*



# Questions Raised by Abandoned Wrecks . . .



1. **Do Abandoned Vessels pose significant threats to marine environment?** Macro Marine Debris (Yes!)
2. If so, under **what** authorities could/should they be addressed and **by whom** and **when** in the process? (floating vs. sunk)?
3. How do we prevent boats from being abandoned and getting stuck with costs? (mooring regulation, additional enforcement funding, environmental ins. Or financial assurance req'ts?)
4. How do we get Congress' Attention and Funding Support?  
(One Way: The Marine Debris Research, Prevention and Reduction Act of 2006. . . . ( "Marine Debris Act"))