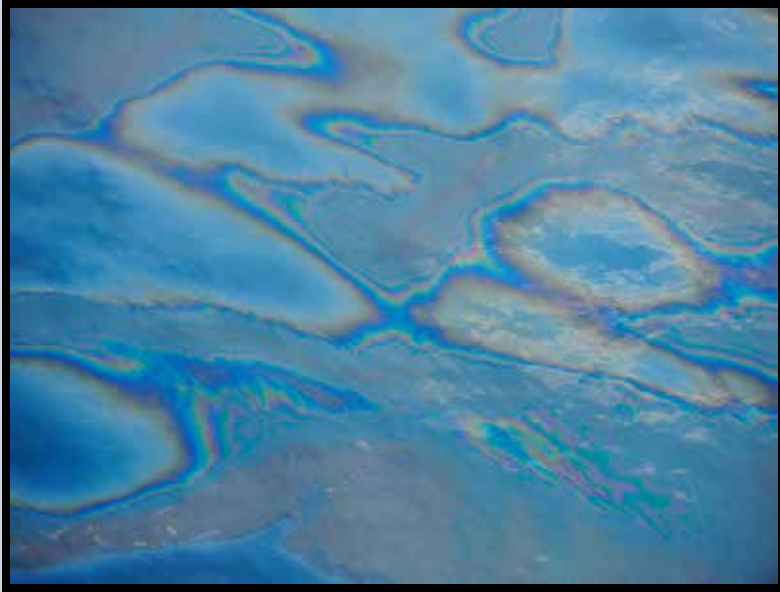


# U. S. Coast Guard Sector Boston



November 2016 –  
April 2017

# Pollution Statistics for Port of Boston NOV 2016 – APR 2017



- § Reports Received: 38
- § OSLTF funded responses: 4
- § Amount Discharged  
(water & land impact): 357 gallons
- § Ammonia Releases: 2
- § Commercial Spills: 47 %
- § Non-Commercial Spills: 50%
- § Mystery Spills: 29%

# Fishing Vessel BLUE OCEAN

## August 2016

§ Gloucester Harbormaster notified Sector Boston of F/V previously taking on water at a mooring ball.

§ FOSCR and Pollution Responder assessed the vessel with the Gloucester Harbormaster after the owner dewatered.

§ Vessel was in poor condition but stable on the mooring ball. No sheening occurred.

Build Year	1952
Hull Material	Wood
Length	54'
Gross tons	41
Fuel Tank Capacity	1500 gal (Diesel)



# Fishing Vessel BLUE OCEAN

## Timeline

§ 10 Nov 16: Anchor line on unattended vessel broke and vessel grounded on Niles Beach, owner identified and stated no fuel onboard and planned salvage on 11 Nov 16.

§ 12 Nov 16: Owner revised amount of fuel/oils onboard to 75-100 gallons. Owner did not have means to salvage or remove potential pollutants from vessel. Notice of Federal Assumption was issued and OSLTF opened.



# Fishing Vessel BLUE OCEAN



## Response Actions

§ 12NOV16: Containment boom deployed around the vessel

§15NOV16: Removal plan submitted to SERT and NOAA SSC provided oil fate and trajectory

§16NOV16: OSRO removed all diesel from fuel tanks, estimated 69 gallons of diesel recovered. Vsl remained on the city beach

§25NOV16: City of Gloucester took possession of the vessel and destroyed/removed from the beach

# Fishing Vessel BLUE OCEAN

## Response Challenges

§ 10' tidal difference with narrow window at low tide to access tanks

§ Vessel listing to starboard and water was shallow

§ Due to list, vessel unstable and access to fuel tanks difficult - unsafe for workers below the decking

§ Vessel was wooden hull and in poor condition prior to breaking its anchor line



# Shipwreck of S/S PETER STUYVESANT

## Historical Info

§ 1927-1968 - day line steamer on the Hudson River carrying 3,500 passengers.

§ Vessel was single screw with 4 oil-fired water-tube boilers.

§ 1968 - Vessel was sold and towed to Boston where it was renovated into a permanently moored attraction/cocktail lounge at Anthony's Pier 4 affixed to an underwater cradle.

Build Year	1927
Hull Material	Steel
Length	269' 6"
Gross tons	1721
Fuel Tank Capacity	366.8 bbls



# Shipwreck of S/S PETER STUYVESANT

## Historical Info

§ During the Blizzard of 78', she sank still within her cradle with a 30° list to starboard.

§ Plans to salvage the vessel were abandoned due to the amount of concrete filled within the vessel to hold her in the cradle and holes cut through watertight bulkheads for duct work, plumbing, and electrical cables.

§ 1979- wrecking crew removed the portion of the vessel that was above the waterline.





# Shipwreck of S/S PETER STUYVESANT



## Present Day

§ Property developer purchased Pier 4 and adjacent waterfront area and began construction on waterfront condos and marina.

§ Archaeological and Historical reviews were conducted of the site and approved to remove the wreck down to the mud line.

# Shipwreck of S/S PETER STUYVESANT

14 Feb 2017

§ Construction company removed the first of four boilers, which cracked, discharging heavy black oil into the harbor. Silt boom was previously in place to prevent sediment shift into the harbor throughout the project. Heavy fuel oil was contained within the boom.



# Shipwreck of S/S PETER STUYVESANT

## Response Actions

§ NOAA consulted, no resources at risk.

§ Air horns and visual deterrents utilized to keep waterfowl away

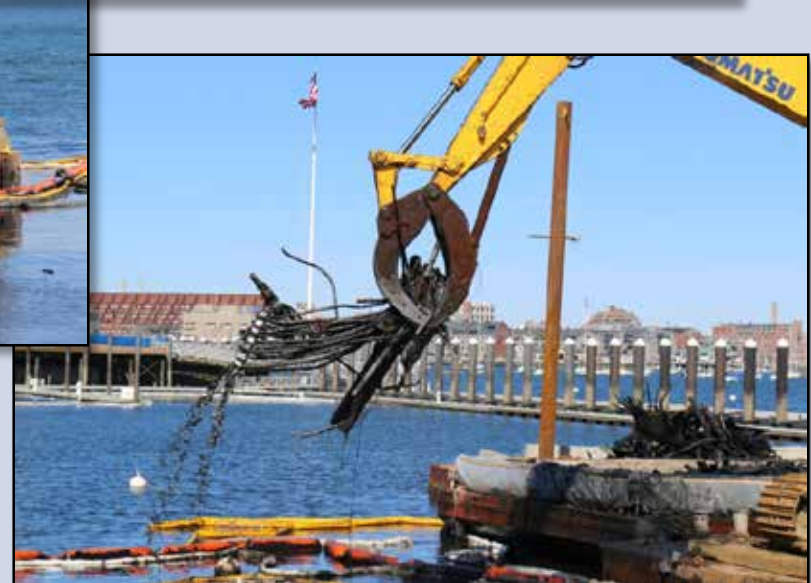
§ OSRO conducted passive recovery throughout. High temp pressure washing successful on the granite rocks. Skimmers and vacuum trucks deployed when heavy oil surfaced.

§ Various materials recovered tested positive for asbestos, abatement plan approved by MA DEP.



# Shipwreck of S/S PETER STUYVESANT

## Recovery Actions



To date: All four boilers and 12.7 metric tons of oiled debris and waste have been recovered.

# Incident Management Division

Response Chief: CDR Lee Titus

IMD: LCDR Rachel Stutt  
(LT Brandon Aten incoming 2017)

CWO Omar Borges

MSTC Kevin Collins

MST1 Ann Marie Borkowski



# Contingency Planning/Force Readiness

Planning Chief: LCDR Frank Kulesa

ACP/ACM: LT Kristi Butler  
(LT Mike Francis incoming 2017)

MSTC Luke Potter



# QUESTIONS

