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**Statement to Alameda City Council on 3/3/2015 regarding
Agenda Item 3A – February 10, 2015 Fuel Spill on the Oakland Estuary**

At approximately 9:00pm on Tuesday, February 10, 2015 I received a call from AJ MacLaren, the C&C Security guard at the marina, saying that there was a major fuel spill at the marina and I needed to get there as quickly as possible. I arrived at the marina at about 9:10pm and short time later two trucks from the Alameda Fire Department arrived at the marina.

The AFD personnel and I proceeded to the marina docks and it immediately became apparent that a major spill was underway. The fumes on the docks were intense, and became stronger further from shore towards the estuary. When we shined our flashlights out into the open estuary, the sheen was visible as far as we could see. Close examination indicated a clear fluid and the smell was similar to kerosene. AJ MacLaren, the marina security guard who is a Gulf War veteran said that he thought the spilled material was JP-5, an aviation fuel.

I told Captain Richterman of AFD, the commanding officer on scene, that I would go to the marina office and make a spill report to both the USCG National Response Center (Report # 1107844 at 9:28pm PST) and the California Office of Emergency Services (Report 15-0843 at 9:36pm PST). I then called Coast Guard Sector San Francisco and told them that there was a major fuel spill on the estuary and that they needed to get personnel here as quickly as possible. I was told that the team they had to conduct spill investigations was currently at an oil spill at the Shell refinery in Martinez. I then returned to the docks for a more thorough investigation. It was at that time that AJ MacLaren and I contacted our liveaboard tenants and told them that given the magnitude of the spill and the intensity of the fuel vapors, we didn't think it was a good idea for them to spend the night on their boats. Some of our tenants left to stay at local motels while others slept in their cars in the parking lot. I returned to the office and again called the National Response Center and Cal OES and gave them an update saying that the spill was significant (10:42pm). I left the marina around midnight with an extreme headache from the fumes which lasted much of the following day.

I returned to work at 8:00am the following morning, Wednesday, February 11th, and was alarmed to find that there had been no on-site response by any agency by that time. I again called the National Response Center, Cal OES (update 8:17am), and Coast Guard Sector San

Submitted by Brock deLappe
at the 3-3-15 meeting
Re: 3-A

Francisco saying that I was very concerned that 11 hours after the spill had been reported that there still had been no response. Around 9:00am personnel from both the US Coast Guard and the California Department of Fish & Wildlife arrived at the marina and began taking samples. TV news crews from NBC and the local ABC affiliate (KGO-Channel 7)

<http://abc7news.com/news/crews-work-to-cleanup-oil-spill-in-oakland-estuary-/514031/>

also arrived at the marina. While down on the docks I received a call on my cell phone from Alex Emslie, a reporter for KQED news. He wanted to know about the oil spill on the estuary. I told him that it wasn't the black thick oil that most people think of in an oil spill, but rather a much more refined petroleum product. I then passed the phone to Dave Irwin from the US Coast Guard. Alex pressed Dave on what he thought the source of the spill was and he responded that the USCG cutters across the estuary from the marina were suspect. One of the first news articles on the web from KQED was titled, "**Coast Guard Cutter Suspected Source of Oil Spill in Oakland Estuary**". <http://www.kqed.org/news/2015/02/13/coast-guard-cutter-suspected-source-of-oil-spill-in-oakland-estuary>

Between 11:00am-noon a hazardous waste cleanup crew from the NRC Corporation arrived at the marina. They deployed a floating containment boom around our Pier 2 which has the covered berths at the marina. The crew then dispensed white absorbent pads in the worst areas of contamination to soak up as much material as possible. An attached file shows this activity. It is important to note that some of the bags of hazardous waste the pads have largely retained their white color. This would be characteristic of a kerosene-like material. Other bags show waste pads with a distinct red color which is consistent with marine diesel which contains a red dye.

At 3:00pm on Friday, March 13 the aforementioned KQED news article was updated with a new headline, "**State: Coast Guard Not the Source of Oakland Estuary Mystery Spill**". The article states, "Lab tests conducted by the state Department of Fish and Wildlife Office of Spill Prevention and Response have concluded that Coast Guard vessels in the Oakland Estuary were not the cause of what officials are calling a "mystery sheen" of diesel fuel that appeared near the Alameda Marina late Tuesday night. "The amount of diesel that was spilled most likely didn't come from one boat at the marina," OSPR spokesman Eric Laughlin said.

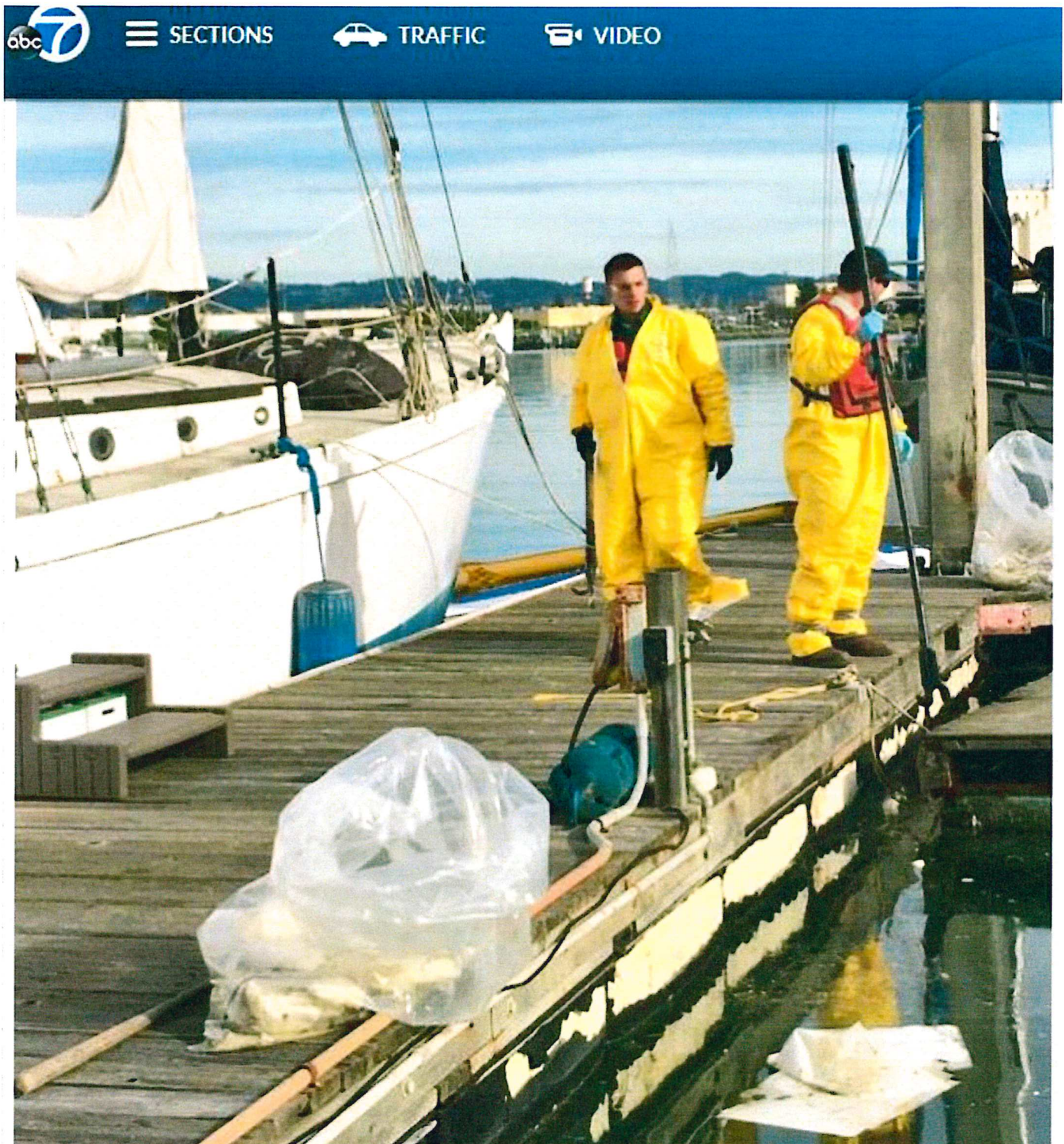
To my knowledge there was no written release of this conclusion, with associated laboratory data, to the City of Alameda, any impacted marinas, or any other news outlet. In my opinion, it seems highly unusual that a definitive finding on a source of a hazardous spill event this large would be provided by the US Coast Guard to one, and only one, reporter.

On Sunday, February 15th I took pictures of an illegal anchor-out compound along the Oakland shoreline just east of the Union Point Marina (photo attached). Amongst the floating docks and derelict vessels there were numerous fuel tanks and a large drum on its side. I emailed these photos to USCG Captain Gregory Stump and encouraged them to investigate this site.

On Wednesday, February 18th I received a call back from LCDR Rhianna Macon, Incident Management Division Chief Sector San Francisco. She assured me that the Coast Guard had visited this anchor-out compound on Sunday, February 15th and concluded that this site was not involved with the spill. When I asked her what was found in the spill she told me that it was a mix of both diesel and JP-5. I said that this was an interesting confirmation of what a number of my tenants had told me, and as far as I knew, only the Coast Guard would be a likely source of JP-5 on this on this part of the Oakland Estuary. Later that day at 5:46pm I received an email from LCDR Macon stating, "I wanted to inform you that I misspoke earlier regarding the product which was spilled, it was only marine diesel spilled and not JP-5. A sample of JP-5 was taken from one of the CG Cutters at Coast Guard Island but it was ruled out in an independent analysis. My apologies for this misinformation."

Given the magnitude of this spill, which ultimately stretched for several miles along the estuary, with the associated risks to health and safety, it is important that the public know all of the facts.

Oakland Estuary Fuel Spill – February 10th, 2015



Important: Note the color of the absorbent pads in the water and in the trash bags.

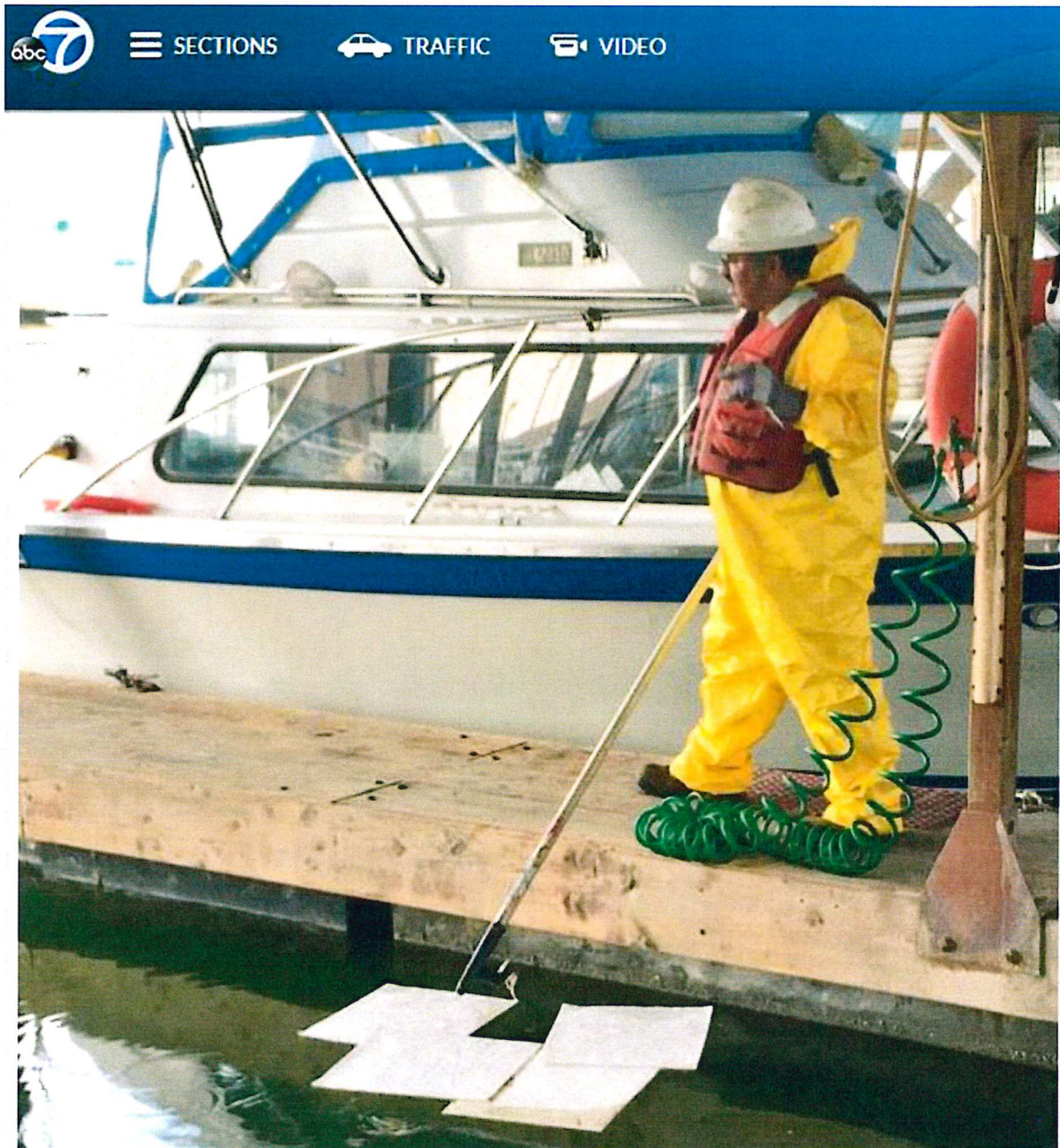
Pads have retained their white color.

Marine diesel fuel is dyed **RED**

Alameda Marina Cleanup by NRC Corp.

Wednesday, February 11, 2015

Covered Berths, Pier 2



Absorbent Pads Showing Red Dye Color of Marine Diesel



Absorbent Pads Showing Red Dye Color of Marine Diesel





≡ SECTIONS



TRAFFIC



VIDEO

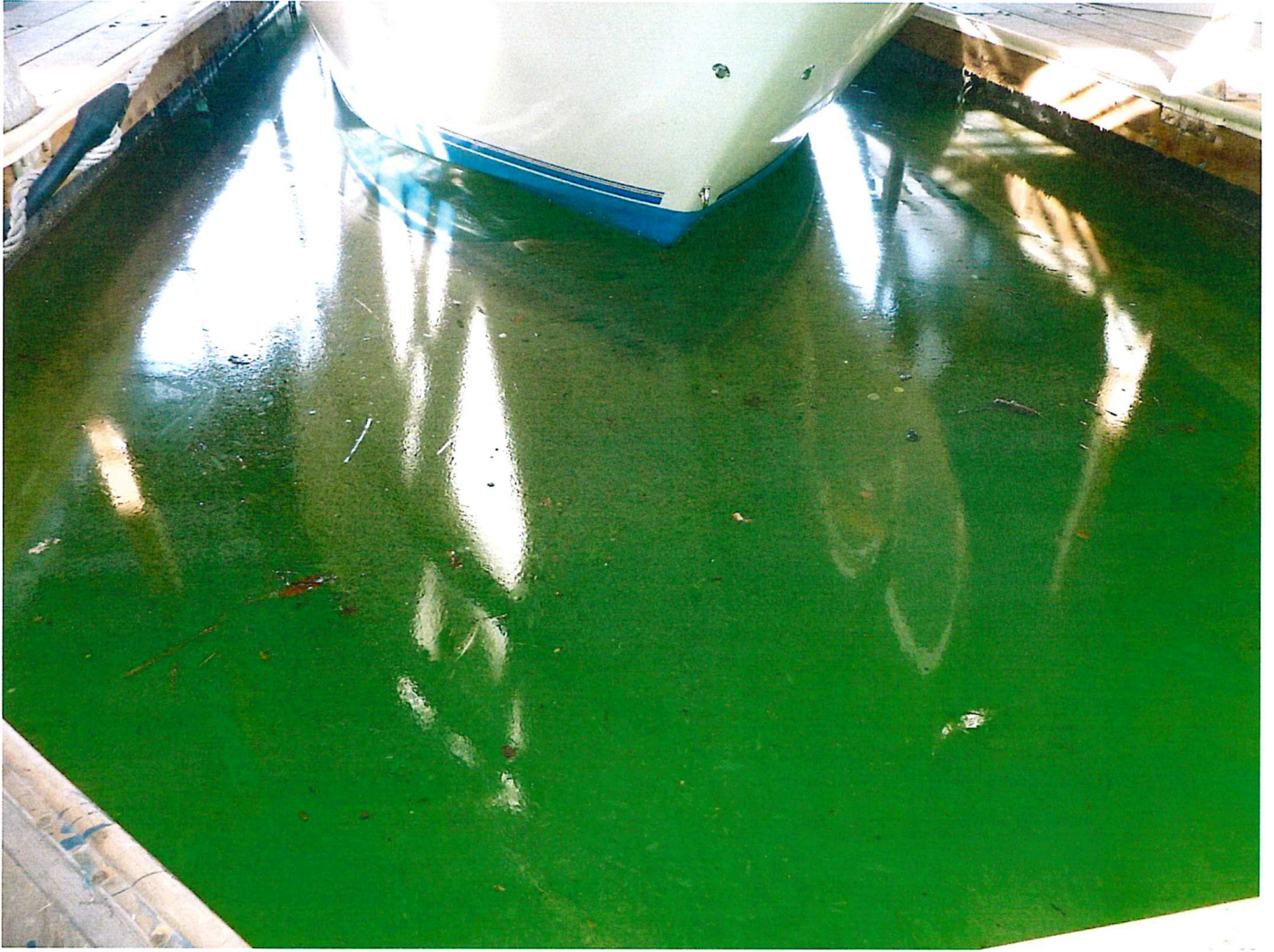
Wednesday, February 11, 2015

OAKLAND, Calif. (KGO) -- A cleanup is underway in the Oakland Estuary, near Coast Guard Island, where there's been a fuel spill at the marina.

It's unclear where the diesel came from and how much actually spilled into the area, but the sheen from the spill is about three-quarters of a mile long.







**Dave Irwin, USCG, taking samples at Alameda Marina
Covered Berths, Pier 2**



Alameda Marina

Wednesday, February 11, 2015



USCGC Morgenthau (WHEC-722)

The rafted fuel barge arrived approximately 4:00am on Wednesday, February 11, several hours after the spill was reported.

Note yellow containment boom in that water around the barge and ship.

Fuel was off-loaded from the Morgenthau and she was taken to dry dock at Bay Ship & Yacht.



USCGC STRATTON (WMSL 752)



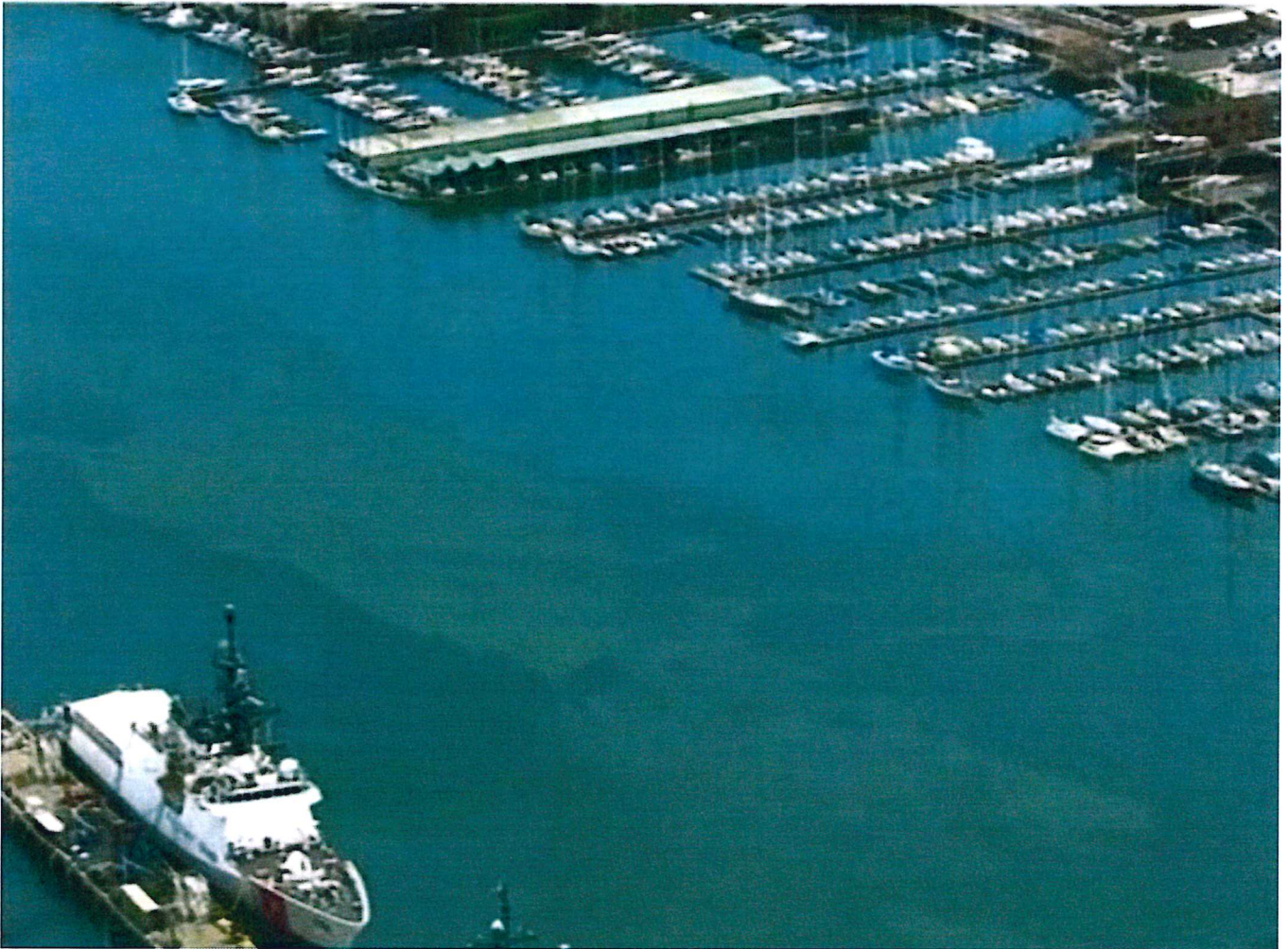
Cal Fish & Wildlife and US Coast Guard
Response Teams
Wednesday morning, February 11th, 2015



Alameda Marina



Alameda Marina



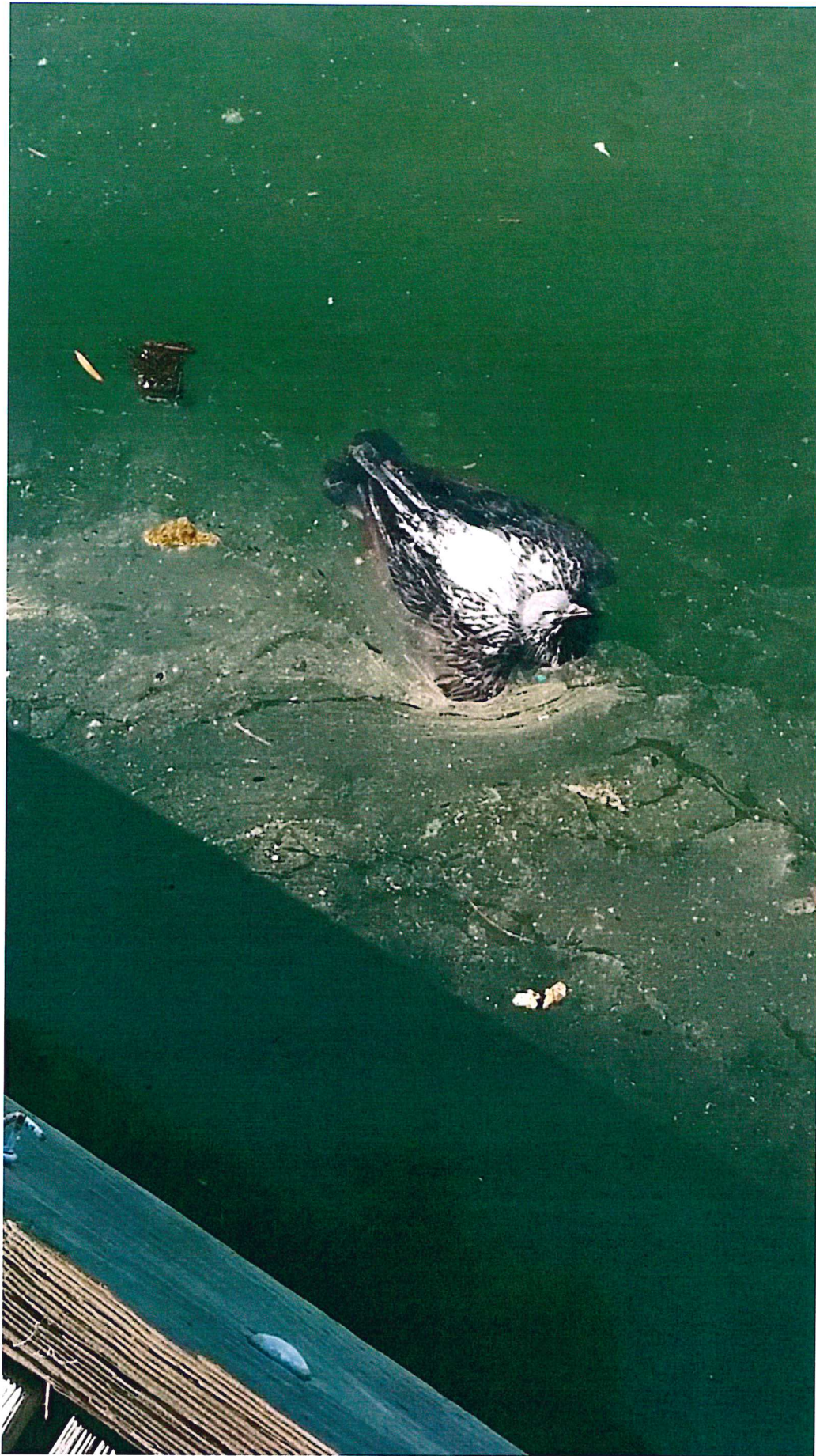
Shipways, west of Marina Village Marina

NEWS

CREWS WORK TO CLEANUP OIL SPILL IN OAKLAND ESTUARY



A cleanup is underway in the Oakland Estuary, near Coast Guard Island, where there's been a fuel spill at the marina.



Illegal Anchor-Out Compound east of Union Point Marina.

Note multiple fuel tanks and drum on its side.



PrevDoc	NextDoc
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**Governor's Office of Emergency Services
Hazardous Material Spill Update**

CONTROL#: 15-0843 NRC# 1107844

NOTIFY DATE/TIME: 02/10/2015 / 2136	RECEIVED BY: OCCURENCE DATE/TIME: 02/10/2015/2030	CITY/OP. AREA: Alameda/Alameda County BAY AREA AQMD
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1.a. PERSON NOTIFYING Cal OES:

AGENCY: Harbor Master/ Alameda Marina	
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1.b. PERSON REPORTING SPILL (If different from above):

AGENCY:	
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SUBSTANCE TYPE:

a. SUBSTANCE:	b. QTY: Measure Amount	c. TYPE:	d. OTHER:	e. PIPELINE	f. VESSEL >= 300 Tons
1.Diesel Odor	Unknown Unknown	PETROLEUM		No	No
2.				No	No
3.				No	No

Original Description: Caller states a strong odor of diesel exists within the Alameda Marina (consists of 10 piers). It is unknown where the odor is coming from. The current evening condition prevents an on-site observation of the area for the appearance of any sheen. The caller stated he intends on conducting a walk-through of the Marina piers this evening. **BODY OF WATER:** Oakland Estuary

Update(s): 02/10/2015 10:42:33 PM - 02/10/15 1043 Hrs, Caller states the sheen is a matted sheen, Caller states the security guard who is ex military feels the release could be JP5. Caller states this is a significant release. Caller states this covers a large area. Caller states sheen is moving east with the tide coming in. Caller states the sheen has a very strong odor and is concerned about people who live aboard there vessels in the marina. Caller states the concentration is stronger in the estuary as compared to shore.

; 02/10/2015 11:06:33 PM - Per NRC #1107844, "The RP stated that the sheen is now concentrating further off shore (still in the Oakland Estuary) and the product is believed to be JP5 (based off odor). No other new information was provided. A new NRC report was not generated based off this information."

; 02/11/2015 08:17:22 AM - Caller states dying birds on site, USCG has not arrived on scene yet. Caller states no response by any agency made yet. Caller wanted official record updated.

; 02/11/2015 03:12:23 PM - Per NRC #1107929: DIESEL FUEL DISCHARGED FROM A REFUELING BARGE WHILE REFUELING A CUTTER DUE TO AN UNKNOWN CAUSE AT THIS TIME. VESSEL INFORMATION Name: USCG CUTTER Number: 722.

; 02/11/2015 04:50:09 PM - Per NRC#1107945: "CALLER IS REPORTING THAT REPORT # 1107929 IS INCORRECT, THE MATERIAL DID NOT DISCHARGE FROM A BARGE. CALLER STATED IT IS A MYSTERY SHEEN FROM AN UNKNOWN SOURCE."

PERSON NOTIFYING Cal OES OF SPILL UPDATE:

NAME:	AGENCY:	PHONE#:	Ext:	PAG/CELL:
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Brock de Lappe

From: Macon, Rhianna N LCDR <Rhianna.N.Macon@uscg.mil>
Sent: Wednesday, February 18, 2015 5:46 PM
To: Brock de Lappe
Cc: Wirts, Amy E CDR
Subject: Alameda spill discussion - follow-up

Mr. de Lappe,

Thank you for the opportunity to discuss the Alameda spill response today. I wanted to inform you that I misspoke earlier regarding the product which was spilled, it was only marine diesel spilled and not JP-5. A sample of JP-5 was taken from one of the CG Cutters at Coast Guard Island but was ruled out in the independent analysis. My apologies for the misinformation.

In order to submit a request for a copy of the sample analysis: for the federal report please contact Mr. Kevin Fong at 415-399-2046 and for the state report contact Cal OES at 1-800-852-7550. Please note that documents may not be readily available as the investigation is on-going.

In regards to claims, please use this link <http://www.uscg.mil/npfc/claims/> to review information regarding eligibility and submission process to the National Pollution Funds Center.

Again, if you or any of your members have concerns or believe they have viable information to assist in this investigation, please don't hesitate to contact me (email or phone below) or a member of my staff at 415-399-3543.

Very Respectfully,
LCDR Rhianna Macon
Incident Management Division Chief
Sector San Francisco
w: 415-399-7332
rhianna.n.macon@uscg.mil

"Courage is resistance to fear, mastery of fear, not absence of fear."
Mark Twain

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Alameda Fire Department

Friday February 13th, 2015 :: 03:15 p.m. PST

 [Forward](#)



Advisory

Update on the fuel spill in the Oakland Estuary, near Alameda Marina

According to the United States Coast Guard, the clean-up efforts concluded Thursday, February 12, 2015. The source of the spill and amount of product has yet to be determined. The Coast Guard and California Department of Fish and Wildlife are investigating the incident.

On Tuesday, February 10, 2015, at 9:12 P.M., Alameda Fire was requested by the US Coast Guard to investigate the report of a possible spill in the Oakland Estuary near the Alameda Marina. AFD responded to the scene and confirmed a diesel fuel-like smell and a sheen floating on the water. They were unable to determine the source of the product, or the scale of involvement in the Estuary. The Coast Guard was updated of these findings by the AFD Battalion Chief.

As required for Hazardous Materials Incidents, notifications were immediately made by AFD to the National Response Center, United States Environmental Protection Agency, California Office of Emergency Services, California Department of Fish and Wildlife, Alameda County Environmental Health and Alameda Police.

The Coast Guard advised AFD they would respond at daylight to further assess the incident.

On Wednesday morning the Coast Guard commenced its clean-up and investigation.

Here is a link to the Coast Guard Press Release regarding this incident:
<http://www.uscgnews.com/go/doc/4007/2460970/>

Media inquiries regarding the incident are directed to the Coast Guard Public Affairs
Duty Phone: 510/772-8865

Inquiries regarding the AFD response are directed to Captain James Colburn at
jcolburn@alamedaca.gov or 510/566-4045.

###

Address/Location
[Alameda Fire Department](#)
1300 Park St
Alameda, CA 94501

Contact
Emergency: 9-1-1
Non-emergencies: 510-337-2100

Captain James Colburn
jcolburn@alamedaca.gov
510-566-4045

[Submit an anonymous web tip](#)



2099 Grand St
Alameda, CA 94501

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Enter a town, zip code or address

How to Help

Observe and Call

When you see or become aware of a poaching or polluting violation, call us!

Contact

For more information regarding CalTIP, please call Lt. Liz Schwall at (916) 651-9167 or visit us online at:

www.dfg.ca.gov/enforcement/caltip.html



**Tired of poaching?
Become the solution.**

**Now hiring Game
Wardens!**

www.dfg.ca.gov/enforcement/



Alternate communication format available upon request. If reasonable accommodation is needed call (916) 653-6420 or the California Relay (Telephone) Service for the deaf or hearing-impaired from TDD phones at 1-800-735-2929 or 711.

CalTIP

Californians Turn In Poachers & Polluters

**1 (888) DFG-CALTIP
1 888 334-2258**

CALIFORNIA'S SECRET WITNESS PROGRAM TO HELP STOP POACHING

State of California
Department of Fish and Game



Submitted by Lt. Arnold
at the 3-3-Ys meeting
Re: 3-A

Poaching

Poaching is the illegal taking of fish and wildlife. It can involve hunting out of season, the taking of more fish or game animals than the law allows, and the illegal commercialization of species including abalone, sturgeon, bears, reptiles and many others. Equally devastating crimes include pollution and habitat destruction and the insidious practice of transporting and introducing non-native, undesirable fish (like northern pike and white bass) into California's lakes and rivers.

Although deer are a frequently poached animal, virtually all other species of California wildlife are also subject to illegal activity including bear, elk, antelope, marine fish, crustaceans, abalone and other mollusks, inland fish, raptors, and reptiles.

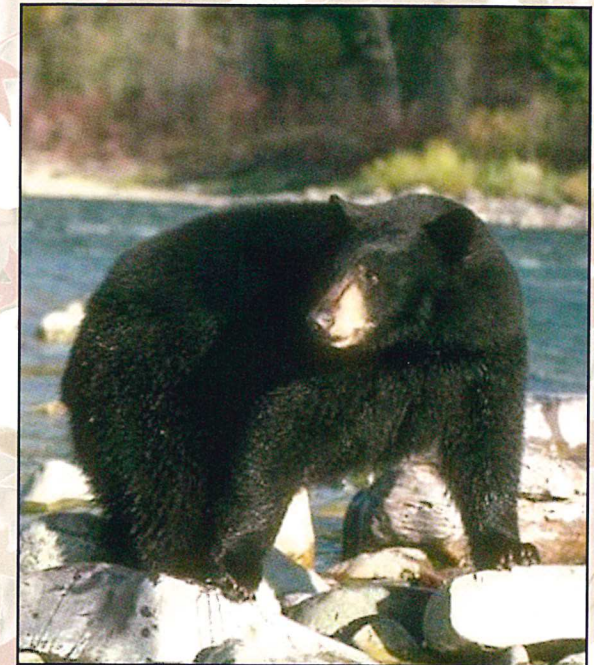
Poachers devastate nature by breaking laws designed to assure proper wildlife management and species survival. Poaching is an insult to the vast majority of hunters and anglers who obey the rules.

Because poaching is a crime of secrecy and stealth, its full impact in California is impossible to fully gauge. However, enough poaching is documented to realize that it exacts a very heavy toll.

State Department of Fish and Game wardens do all they can to combat poaching. But there are only a few hundred wardens spread throughout California. To successfully fight poaching they must have help from *all Californians*.



Illegal sturgeon activity in the San Francisco Bay Area led to several arrests.



Poaching has taken a toll on California's black bear population. Many are killed for their paws and gall bladders which are profitable on the black market.



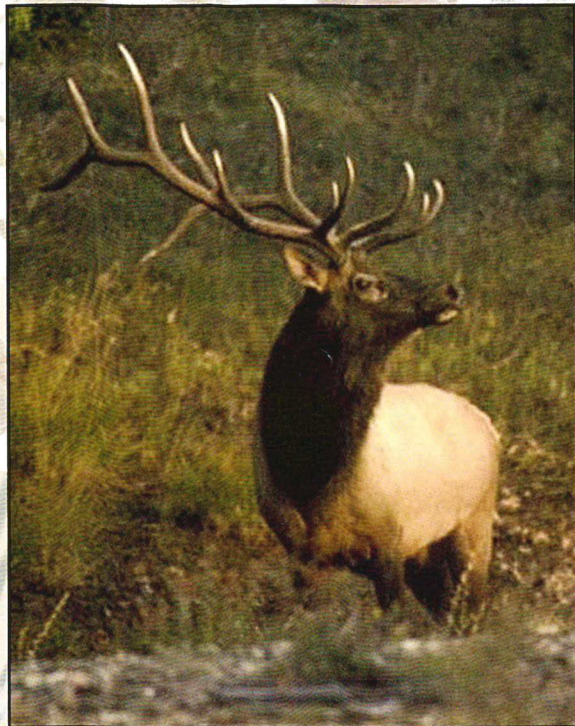
Even eagles fall prey to the poacher's gun.



A Confidential Secret Witness Program

CalTIP (*Californians Turn In Poachers and Polluters*) is a confidential secret witness program that encourages the public to provide Fish and Game with factual information leading to the arrest of poachers and polluters.

CalTIP was introduced in California in 1981 in order to give Californians an opportunity to help protect the state's fish and wildlife resources. The toll free telephone number operates 24 hours a day, 7 days a week. You do not have to give your name.



Pollution

As the population of California swells, the effects of pollution are felt more profoundly than ever.

Incidents of industrial and agricultural pollution as well as the dumping of household waste can be devastating to our fish and wildlife and the habitat on which they depend.

To combat polluting, concerned citizens who become aware of such acts can become involved and report their observations.



Oil soaked birds and marine mammals are often a consequence of oil spills.
DFG photo.

The effects of pollution, like this 1996 oil spill in San Francisco have adverse impacts on wildlife.
DFG photo by Debra Hamilton.



Sampling water for possible pollutants.
DFG photo.



To Report a Poacher or Polluter

If you witness a poaching or polluting incident or any fish and wildlife violation, or have information about such a violation, immediately dial the toll free CalTIP number

1 888 DFG-CALTIP (888 334-2258), 24 hours a day, seven days a week.

Be prepared to give the fullest possible account of the incident including the name, address, age and description of the suspect, vehicle description, direction of travel, license number, type of violation and when and where it occurred. *You do not have to give your name.*

Information from the call is relayed to the Fish and Game region where the offense occurred and an investigation is undertaken locally. If the information supplied by the caller results in an arrest the caller becomes eligible for a reward. (*Rewards up to \$1,000 have been paid.*) The case is then reviewed by a volunteer citizen's group known as the "CalTIP Citizens Review Board".

CalTIP rewards come entirely from donations, no state funds are used. The CalTIP Citizen's Review Board, not the Department of Fish and Game receives and administers these funds. Money not used for the payment of rewards goes toward furthering CalTIP's educational goals (*public service announcements, informational videos, billboard campaigns, etc.*).



Sturgeon are sometimes illegally taken for their eggs (roe) and sold for commercial purposes.



California's abalone is a prime target. This delicacy is targeted by poachers for the high price per pound it brings on the black market. Roadside checkpoints help to keep people honest and aware of the size limits.



More than 450 abalone were stripped from California's north coast by 2 poachers who hid their catch in the hold of this boat.