

NOAA HAZMAT Scientific Support Field Report

29 February 2004

## Avondale Shipyard Site Follow-up Visit

On Sunday, 29 February, the NOAA Scientific Support Coordinator (SSC) and a representative from MSO New Orleans made a follow-up site visit to the Avondale Ship yard at the request of the GENMAR ALEXANDRA spill management team. The purpose of the site visit was to assess if additional cleanup was required to meet the pre-identified cleanup objectives. The field trip was coordinated with a representative of the Louisiana Department of Environmental Quality (LDEQ).

After viewing the site by both walking around the area and taking a small boat into the main raft of logs and debris, the consensus of both the state and federal representatives was that the oily boom itself was the greatest source of oil pollution observed and that additional debris removal was not required. That said, the field team requested that some oiled debris that had previously been removed and stacked on a section of an abandoned dock structure be removed during demobilization. At the up-river raft of logs and debris (see reported dated 26 February for additional information), the deployed snare and sweep showed very little oil recovery after four days, which supports the original assessment that no additional cleanup was required at that location to meet cleanup objectives.

During the site visit, cleanup of a "bathtub ring" of oil coat on the floating dock was in progress using a high-pressure hot water wash system. The spill management team thought that all operations at the Avondale cleanup site would be completed by Monday evening, 1 March. Additional cleanup might be requested by the site operator (landowner), but unless there are observations of sheens or visual oil contamination in the water, cleanup is nearly complete from a state and federal prospective. Attached photographs:

Photographs 1 and 2 compare the raft of debris on 25 and 29 February. The amount of debris has actually increased. This site is a natural collection area for debris and trash from the Mississippi River. Note the large metal container that has recently floated in and entrained under the boom.

Photographs 3 and 4 are additional photographs of the debris. While very small specs of oil (or an oil-like substance) and some stain could be removed by swishing sorbent pads in direct contact with debris, very little oil was actually recovered. Again, the booms were the greatest source of oil present and needed to be removed. The dark areas in the photographs may appear to be oil, but is primarily the wood itself and accumulations of dark colored wood chips and other organic material. No free oil was observed.

Photographs 5 and 6 compare the small pocket of oily residue observed on 25 February with the deployed snare and sweep. After four days, very little oil stain was observed on the sorbents. Most of the brown discoloration is organic (and mud) and not oil.

Photographs 7 and 8 are of the "bathtub ring" of oil coat and the current high pressure flushing operation.

Charlie Henry NOAA Scientific Support Coordinator

Disclaimer. This report was prepared during the actual spill response to support emergency response actions and has not been reviewed. The information included was correct to the best of my knowledge at the time written.



Site Visit Photo 01 (photo credit NOAA)



Site Visit Photo 02 (photo credit NOAA)



Site Visit Photo 03 (photo credit NOAA)



Site Visit Photo 04 (photo credit NOAA)



Site Visit Photo 05 (photo credit NOAA)



Site Visit Photo 06 (photo credit NOAA)



Site Visit Photo 07 (photo credit NOAA)



Site Visit Photo 08 (photo credit NOAA)