



Upper Narragansett Bay/Providence River Geographic Response Plan (GRP) Project

September 16, 2008, 10:00 a.m.

RI DEM

235 Promenade Street
Providence, RI 02908

Attendees

Jennifer Bothwell – Motiva Enterprises	Josh Hill - Promet Marine Services, Inc.
Stuart Cornell - Coastline Service	Paul Jordan – RI DEM
Brian Cox - Coastline Service	Mike Mulhare – RI DEM
Ryan Cox - Coastline Service	Mike Popovich - USCG
Peter Croteau - Sprague	Sanne Schneider - Nuka Research
Joseph Crowshaw - EPVD Fire Dept.	Ray Sousa - Barrington Harbormaster
Elise DeCola - Nuka Research	Mike Sullivan – Motiva Enterprises
Michael Dillon - PVD Fire Dept.	Todd Turcotte - Capital
Elizabeth Hernberg - Sprague	John Whyte - Clean Harbors

Introduction & Opening Comments

Elise DeCola welcomed the group and thanked Mike Mulhare for hosting the meeting at the RIDEM. She also thanked Motiva Enterprises for funding the project.

Summary of Activities Since Last Meeting

DeCola recapped activities since the last work group meeting, held on April 28th. Since that time, site surveys have been conducted at 27 of the 29 GRP sites. On May 14, a boom deployment exercise was held at Bold Point with Coast Line Services and Clean Harbors. The booming tactic tests were provided by Sprague Energy. DeCola noted that the original tactic, which called for a steep chevron, was modified to have a single leg straight across the river, since it would be easier and quicker to deploy. 800 feet of boom was successfully deployed in this manner, although some questions were raised by locals regarding whether this deployment (which was carried out during slack tide) would be effective at a time when the tide was running.

Review of Draft GRP

Elise DeCola explained that the first draft of the GRPs was completed. Of the 29 sites selected by the work group, 27 sites have been surveyed & GRPs drafted. Of the two remaining, one (Woonasquetucket River) is pending a shoreline survey to identify collection points and the other (Palmer River) is pending a time when the Town of Warren can participate. All the completed GRPs are on the website (<http://rigrp.nukaresearch.com>) and DeCola invited everyone to look at them and provide input.

DeCola then explained that once the GRPs are finalized, they will be submitted to the Area Committee for inclusion in the Area Plan. Mike Mulhare clarified that the final GRPs would continue to be maintained & updated by the State of Rhode Island, even after they are adopted into the Area Plan.

Rather than running through each site individually, DeCola used the Watchemoket Cove GRP (RIGRP-14) as an example, and after walking the group through the 4-page layout for this site, DeCola asked for questions. Peter Croteau from Sprague asked about how boom



lengths were determined and DeCola explained that ranges are calculated in the field using a laser range finder, and then verified in the mapping software.

Mike Mulhare reiterated DeCola's suggestion that everyone view the GRPs online. He recommended that people have in mind specifics, such as collection points, specifically in the port area. He recommended that the work group members think in terms of what would best serve their terminal and make sure that we identify every possible opportunity to encounter and recover oil. Chief Mike Dillon stated that the eddy by the LNG tank (Motiva property) would be a great collection point.

Deployment Test Plan & Schedule

DeCola listed the tentative schedule for Deployment Testing, which is scheduled for September 30-October 2 (Tu/Wed/Th) and October 7-9 (Wed thru Fri). Ray Sousa (Barrington Harbormaster) asked that the Barrington date be switched from Wednesday to Friday (Oct. 1 to the 3rd). DeCola agreed that the switch could be worked out and that she would check the tides and notify the rest of the group with changes.

DeCola then brought the focus onto the Test Plan and urged everyone to bring up any suggestions, comments, or questions. She reviewed the goals and testing procedures and objectives. She noted that there would be staging on both the East and West bay and that the RIDEM would use their own skimmers.

Lt. Joe Cranshaw (E. Providence Fire Dept.) brought up an issue regarding the Watchemoket Cove GRP, suggesting that if testing occurred through a tidal shift, perhaps multiple anchors would be more effective to keep the array on station. Stu Cornell agreed that a pair of midline anchors would be good, but one on each side was not necessary. DeCola clarified that often, anchoring configurations would differ for ebb tide strategies versus flood tide, and reiterated that deploying boom through a tidal shift is a great source of information about how anchors and boom should be tended and adjusted. She stated that testing at the Bold Point site would be through a tide shift and that they will observe how the boom holds in slack versus running tide.

DeCola identified three groups that will participate in the deployment testing: 1) Responders - Clean Harbors and Coast Line Services will supply boats and equipment and run the deployment, 2) Facilitators - Elise Decola, Mike Mulhare, and Mike Sullivan will be facilitators and coaches, and 3) Evaluators – all other participants will serve as observers and evaluators. All personnel will work from vessels.

DeCola explained that each day's testing plan includes written objectives, which can be modified as needed. She will provide evaluation forms and asked that everyone please take notes. There will be no cancellations due to inclement weather, unless there is a safety issue (i.e. small craft advisory). Elizabeth Hernberg asked if observers/evaluators could come for a part of the day and DeCola said that arrangements would be made for that instance. She encouraged that people closest to the terminal being tested come for at least part of the deployment. When DeCola asked if there were any other schedule changes or additional site suggestions, there was no response.

Chief Mike Dillon noted that three new fireboats from Providence and responders from Providence, East Providence, and Cranston are conducting a drill at Sprague Terminal on October 1st. The drill will provide the three cities with the opportunity to build a regional first responder capability for spill response. Chief Dillon would like to have other fire departments involved also. He will discuss with the other departments the availability of boats to support testing October 7-9. Mike Mulhare clarified that the October 1st testing



would be separate from this project. That team will use Sprague's boom in the vicinity of their facility.

Todd Turcotte asked whose boom would be used during the GRP testing deployment. Ryan Cox explained that it would be split between Coast Line Services and Clean Harbors.

Safety Considerations for Deployment Tests

John Whyte gave a brief presentation about safety. He stressed that safety should be first and foremost in everyone's mind. There will be in-depth, daily briefings which will be split between Clean Harbors and Coastline Service, depending upon which company is running the days' deployment. Mike Sullivan agreed that safety should be left to these experts.

It was noted that there will be PFDs (personal flotation devices) on each vessel and that other appropriate safety gear should be worn (e.g. non-slip shoes, foul-weather gear, gloves if handling boom). In the event of an actual emergency such as man overboard, all work will cease and the appropriate response initiated. Stu Cornell mentioned that marine debris can get caught in the boom and that a plan should be made for any large debris recovered during the tests. Mike Mulhare said that it would be determined on a case by case basis.

Lt. Cranshaw asked if vessel traffic had been addressed. DeCola answered that a smaller group had been meeting through the summer to discuss the details of the deployment tests (Motiva, RIDEM, Clean Harbors, Coast Line). One of the topics they had discussed was who will need to be notified regarding the daily tests. Stu Cornell stated that most of the boom deployments will not infringe on vessel traffic. Mike Mulhare followed saying that Bold Point is one site where vessel traffic could be an issue. Ray Sousa suggested broadcast notices to mariners, for which DeCola said she would assume responsibility, working with the USCG Sector. Sousa also mentioned that the Warren River site would need patrol craft on both sides. DeCola commented that the USCG A.N.T. is sending an observer boat which will act as a patrol boat too. Mike Popovich suggested that there would be assistance available from the USCG Auxiliary, or the Sector. Ryan Cox suggested that the spill response company that is not taking a lead that day could also be used as a traffic patrol.

Stu Cornell noted that they could also plan to tend the boom to open and close a gate, if necessary. Elise DeCola noted that boom deployments in high-traffic area are often configured to include a "gate" that can open or close, or even an "open" configuration where there is a gap in the boom to allow vessels through. The group agreed that the process of working through how to coordinate boom deployment with vessel traffic needs would yield good information that would be useful in the event of an actual spill.

Upcoming Events & Next Meeting

Deployment testing begins on September 30 and finishes on October 9. Check the website <http://rigrp.nukaresearch.com> for dates, locations and times. There will be a follow-up meeting scheduled late October/early November to review observations and evaluations and finalize the GRPs.



Action Items

- All participants - evaluate GRP on website; think of issues specifically related to your terminal or area of expertise.
- DeCola will check tides and reschedule Barrington testing for October 3rd.
- Chief Dillon will talk to the Strike Team regarding what testing dates they can participate in.
- DeCola will fit in other days for the Strike Team to participate.
- DeCola will take care of coordinating notice to mariners with USCG.
- Mike Popovich will work with USCG Auxiliary regarding availability of support vessels.