B&B Engineers & Geologists
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February 4, 2021

Via Email

Mr. Christos Tsiamis
Remedial Project Manager – Gowanus Canal Site
Emergency and Remedial Response Division
United States Environmental Protection Agency, Region 2
290 Broadway, 20th Floor
New York, New York 10007-1866

Subject: **Incident Report - Weeks #71 Barge**
Gowanus Canal Superfund Site
Unilateral Administrative Order (UAO) Docket Nos. CERCLA 02-2019-2010 and CERCLA 02-2020-2003

Dear Mr. Tsiamis:

B&B Engineers & Geologists of New York, P.C. (B&B), an affiliate of Geosyntec Consultants, respectfully submits on behalf of the Gowanus Canal PRP Group the Incident Report regarding the submersion of the Weeks #71 Barge at Bay Ridge Flats over the weekend of January 23, 2021. The Incident Report is the outcome of a thorough investigation conducted by the PRP Group to obtain information regarding the cause of the incident. The Incident Report and the associated attachments describe the details of the incident, the root cause and contributing factors, corrective measures, and overall safety program for the project. This cover letter gives an executive summary of the events, with the attachments providing further details.

Summary of Incident

On Friday, January 22 the Weeks #71 barge was loaded with sediment and prepared for transport to the Clean Earth processing facility in Jersey City, NJ. The barges utilized for transport to Jersey City are the same barges used by the Department of Sanitation for trash transport in the harbor and are the same barges used during the Pilot Study in the Fourth St. Turning Basin. The loaded Weeks #71 barge was staged at the Bay Ridge Flats mooring location just outside of Gowanus Canal in the Gowanus Bay. The location of Bay Ridge Flats relative to RTA1 and the staging site is provided as Figure 1. The mooring station at Bay Ridge Flats provides a means of freeing-up dockage space at the staging site. The use of Bay Ridge Flats for mooring barges was approved by the Army Corps of Engineers with notification provided to EPA and was identified in the Dredging Work Plan prepared by the marine contractor, Cashman Dredging and Marine Contracting, LLC (Cashman). Barges stored at the mooring location are most commonly on their way to Clean Earth but waiting for appropriate tidal conditions and/or docking space; additionally, barges are sometimes kept at the mooring location to allow additional sediment dewatering to occur while a second large barge is loaded at the staging site. The Weeks #71 barge was not able to be transported to Clean Earth on Friday, January 22, due to unexpected docking restrictions at Clean Earth. The Weeks #71 barge remained at Bay Ridge Flats over the weekend of January 23 and 24. Approximately 1,058 tons of material was present in the barge at the time, estimated to be 850 cubic yards by volume. The dredged material in the barge was from areas of the canal designated as “non-thermal” meaning that it was not impacted with

non-aqueous phase liquid (NAPL); pre-dredging characterization data of the material indicates that it was low in contaminant concentrations relative to other areas of RTA1 and the canal.

During the weekend of January 23 and 24 weather conditions were windy and water levels were higher than normal due to wind-induced wave action. Water was able to enter into a ballast compartment on the Weeks #71 located on the port side and approximately 30 ft from the stern through a 2-ft breach in the hull, 2 ft below the deck and 1ft above the waterline under loaded conditions. The portion of the barge where the sediment was contained was not damaged. As water entered the ballast compartment, the barge began to sink. Eventually, the stern portion of the barge was submerged below the water level and the stern of the barge rested on the bottom of Bay Ridge Flats. At high tide, the stern of the barge was submerged (approximately 2 ft) under the water surface, and at low tide the bin walls of the barge were above the water line.

On the morning of Monday, January 25 the PRP Group was notified of the submerged barge at Bay Ridge Flats. Cashman, as operator of the barges, notified the National Response Center while EPA was notified concurrently. Note that the information provided to the NRC mistakenly cited 850 tons of material, rather than 850 cubic yards. Personnel and equipment were mobilized to the site immediately to assess the situation and initiate response actions. On Tuesday, January 26 water was pumped out of the barge bin (i.e., where the sediment is stored) at low tide and water was pumped from the ballast compartment following discovery of the hole. Water pumped from the barge bin was pumped into a separate barge for eventual water treatment at the staging site. The pumping operations led to the barge regaining flotation. A temporary repair was made to the barge by Cashman to address the hole and inspected by a third-party marine surveyor for safety and structural integrity. The third-party marine surveyor certified the barge for transport and provided their independent assessment directly to the Coast Guard, who concurred with the certification via phone conversation. The barge was transported back to the staging site on the Gowanus Canal the evening of Tuesday, January 26. Attachment A provides a more thorough timeline of events associated with the incident. Attachment B provides the written correspondence among the marine surveyor, the Coast Guard, and Cashman.

On Wednesday, January 27 sediment remaining within the barge was evaluated and additional inspections of the barge were conducted for structural integrity. On Thursday, January 28 the barge was transported to Clean Earth for sediment unloading, then the empty barge was transported to Cashman's facility in Staten Island for permanent repairs. The permanent repairs were implemented and reviewed by a third-party marine surveyor for seaworthiness.

Root Cause

The Weeks #71barge became submerged over the weekend of January 23 due to water entering a ballast compartment of the barge on the stern side. Water entered the ballast compartment gradually due to strong winds (20 miles per hour gusting to 35 miles) and up to 3-ft waves experienced over the weekend. As water entered the ballast compartment at the stern through the 2-ft gash as a result of the wave action, the weight of the accumulated water was enough to pull the stern down below the gash level and quickly fill the compartment to the top, pulling the entire port stern below the waterline. The unbalanced barge caused the sediment material in the hopper to shift to the stern further exacerbating the condition.

Additional barges were inspected and it was found that one of the other barges (Weeks #73) had also similar damage (and underwent similar permanent repairs). This led us to inspect the docking facilities. A review of the docking area at the staging site showed no potential issues, as it is protected by a fendering system. It was determined that metal protrusions present along the docking location at the sediment processing facility had caused the holes in the barges. These metal protrusions were not adequately protected via fendering and barge contact with the protrusions led to the damage. Attachment A contains additional detail on the root cause analysis.

Corrective Measures

Through a collaborative effort of the dredge contractor, Cashman, the PRP Group, and EPA, a number of corrective measures have been identified and will be implemented to prevent similar occurrences from happening in the future. A summary of these corrective measures is provided in bullet form below. Attachment A includes more details on the corrective measures.

- Protect the metal protrusion via fendering at the docking facility where the hole was created. This action has already been completed, and other docking facilities have been evaluated as well. This action directly addresses the root cause of the incident. Attachment C provides photo-documentation of the implemented corrective measures.
- Third party inspection of all sediment barges prior to barge use. All additional barges and in-water resources will also be inspected and documented to be safe for the intended purposes.
- Improvements to the barge inspection program such that inspection of each barge will be conducted by Cashman upon arrival and prior to barges leaving the site.
- In the event barges are to be moored away from the staging site, a tug boat will tend the barge and monitor the status of the barge and be prepared to respond, if needed.
- Evaluation of alternative mooring locations within the canal and/or with less exposure to unfavorable sea conditions are being sought.
- Closer coordination with Clean Earth towards eliminating the need for off-site mooring.

Sediment Remaining in the Barge

A multiple-lines-of-evidence approach was utilized to assess the sediment remaining in the barge following recovery, and comparison with sediment volumes in the barge from Friday, January 22. Attachment D provides additional detail on the calculations. Several different methods were utilized to estimate volume of sediment in barge on Friday, January 22 prior to mooring and Wednesday, January 27 after barge recovery. Based on the accuracy and precision of the various volume determination approaches described in Attachment D, calculations show that any dredged sediment material released from the Weeks 71 barge at Bay Ridge Flats, if at all, it was minimal. It is estimated that between 874 to 890 CY of material was present in the barge on Friday, January 22, and 861 to 895 CY of material was present in the barge on Wednesday, January 27. These values were developed by Cashman and the PRP technical team independently. Note that the estimates from January 27 do not account for sediment that was pumped from the barge during the recovery operations. The overlap of ranges and general consistency of the results strongly indicates that sediment was not released from the barge. Additionally the conclusion of no quantifiable loss of material is supported by the presence of light debris (e.g., soda cans, light wood debris) from dredging remaining on the surface of the retained sediment within the recovered Weeks #71 barge;

the amount of debris is consistent with Gowanus Canal dredging and would not be expected to be solely from the Gowanus Bay area. Furthermore, the teams that were assigned to the re-floating of the barge, in their reporting, noted that at no point did they notice any sheens and also that the water above the sediment in the barge was "clean and clear".

Safety Program

The PRP Group values worker and community safety as the top priority and a strict safety program has been instituted for the construction efforts. A summary of the safety program is provided below in bullet format.

- Personnel
    - Cashman maintains two (2) full-time Site Safety Officers (SSO) on-site. These are Cashman employees, but Cashman also retains outside H&S consulting services to assist with planning, preparation and industrial hygiene.
    - The PRP Group has a Process Safety Management team (PSM) which includes full-time oversight. Emilcott Associates, Inc. provides the PSM service to the PRP Group independent from Cashman. The Cashman SSOs are responsible for reporting any incidents to the PSM.
    - The PRP Group requires contractors to provide details pertaining to their corporate H&S plans and reportable history as part of grading contractors for selection.

- Programs
    - The PRP Group's Contractor Safety Requirements contains policies and safety-related work methods that are unique to the project and go beyond OSHA rules. Contractors must follow these requirements as well as their own rules that meet or exceed OSHA and other regulatory requirements.
    - Before mobilization each Contractor must submit design and safety documentation for evaluation of Risk in accordance with Risk Assessment procedures. "Risk" refers to the chance of injury, property damage, or adverse public impact should the contractor deviate from prescribed safety measures.
    - Before mobilization, the Contractor perform a Process Hazard Analysis (PHA) for all high-risk activities, subject to review and acceptance by the PRP Group.
    - After mobilization, Contractor completes the PHA review together with the PRP Group's PSM. The results of the PHA review are presented to the PRP Group's Risk Assessment Team for evaluation and recommendation.
    - Changes made to the approved PHA requires a Management of Change (MOC) review.
    - The PRP Group's Safety, Health and the Environment (SHE) Risk Assessment procedure expands the OSHA PPE Hazard Assessment requirement and other Job Safety Analysis (JSA) guidance provided by OSHA. It applies to all activities for work performed on the project and also considers hazards and risks that could affect members of the public.

- Health and Safety Plan (HASP)
    - Each Contractor receives the Gowanus Canal HASP Template to facilitate their project-specific safety plan prior to the start of work that meets the following requirements:
        - Contractor Safety Requirements
        - Risk Assessment Procedure
        - Process Safety PHA Guidelines
        - MOC procedure
    - The HASP includes (a) roles and responsibilities, (b) Scope of work, (c) Task and hazard identification and risk assessment of the hazards, (d) hazard mitigation/control procedures and work methods (e) incident analysis and reporting, (f) compliance monitoring.
    - Pre-construction meetings are held prior to the start of any high risk-ranked project/service
    - Daily safety meetings

Closing

The PRP Group has concluded that the incident investigation has accurately identified the root cause of the incident and identified appropriate corrective measures to mitigate the risk of similar incidents. Multiple lines of evidence show that any release of sediment material from the Weeks #71, if at all, was minimal.

If you have any questions, please do not hesitate to contact me.

Sincerely,

David Himmelheber, PhD, PE
Project Coordinator
Gowanus Canal Superfund Site

Attachments:
Attachment A – Cashman Incident Report
Attachment B – Correspondence among 3rd Party Inspector, the Coast Guard, and Cashman regarding seaworthiness of the temporarily repaired barge
Attachment C – Photographs of Repairs at Docking Facility
Attachment D – Calculations of Sediment Remaining in Barge
Attachment E – Copies of the National Response Center Spill Report and NYSDEC Spill Resport

cc: Gowanus Canal PRP Group *(via email)*

Legend

- Bay Ridge Flats Mooring Location
- Gowanus Staging Area
- RTA 1

N

Barge Mooring Location in Bay Ridge Flats, Gowanus Bay

Brooklyn, New York

0 1,000 Feet

Figure 1

Brooklyn, NY | February 2021

Attachment A

Incident Report Cover Sheet

Incident Report #	Incident Type	Current Report Status (Initial, Open, Closed)	Date of Initial Incident Report	Date of Investigations Completed	Date of Root Cause Analysis Completed	Proposed Corrective Action Date	Implemented Corrective Action: Start Date	Implemented Corrective Action: Completion Date	Date Report Completed /Closed
RTA1-09	Weeks 71 barge sunken at Bay Ridge Flats	OPEN	01/25/21	01/27/21	01/27/21	01/28/21	01/28/21	Pending	OPEN

INCIDENT REPORT

CASHMAN DREDGING

Project Name	RTA1 Gowanus Canal
Date of Occurrence	Discovered on 01/25/2021
Location on Project / Vessel	Bay Ridge Flats/ Weeks 71 Barge
Date Reported	01/25/2021
Reported to whom	Chris Sheedy
Site Safety Officer	Jonathan Lopez

At 8:54 Monday morning, January 25, Chris Sheedy, project manager for Cashman Dredging, was notified by Jim Greco of Weeks Marine via phone and VMS that the Weeks 71 hopper barge located at the Bay Ridge Flats mooring was submerged. The Bay Ridge Flats mooring is located just outside the entrance to the Gowanus Canal. The Weeks 71 hopper is chartered by Cashman Dredging from Weeks Marine. The sunken barge was loaded with an estimated 1,050-tons of contaminated sediment recently dredged from the Gowanus Canal as part of the Gowanus RTA1 CERCLA Project. Upon receipt of this information, Chris Sheedy immediately informed the Project Owner Representative Steve Raymond and the onsite Cashman superintendent Corey Welch of the sunken barge. In addition, Cashman notified the United States Coast Guard, National Response Center and the Chief of the Removal Action Brand of the Emergency and Remedial Division of EPA, Region 2. The EPA was notified by members of the Trust team. Corey Welch called the tugboat Eastern Dawn and directed them to head to the location of the sunken barge as quickly as possible.

An all stop was called by Cashman on all the project in-water operations to focus all available resources on the Weeks 71 barge. The project superintendent along with a small work crew mobilized the Survey 4 vessel and the Ranger tugboat with small diameter (2 – 3") gas and electric water pumps, 200ft of boom curtain and 200ft of sausage type absorbent boom to the submerged barge to conduct an assessment. The crew were on the scene shortly before 10:00 am and conducted an initial inspection of the area around the sunken barge to determine a course of action. No floating debris or oil sheens were visualized during their inspection and the barge appeared stable for recovery activities. The stern of the barge appeared to be resting on the bottom, but the bow was clearly floating with the tops of the hopper bin walls above the waterline. As the tide continued to drop (low tide was approximately 12:30 pm), the bin walls located closer to the stern began to surface making it possible the pump the water contained within the hopper and potentially raise the hopper off the bottom. At approximately 10:20 am, the crew began to pump the water from Weeks 71 hopper into the empty Weeks 76 hopper that was moored alongside at the same location. At the same time, a call was made to the Cashman marine facility in Staten Island to immediately mobilize a crane barge with large diameter pumps to increase the dewatering capabilities. The onsite crew was using two 3-inch gas powered pumps along with three 2-inch electric pumps. Power for the electric pumps were being provided by the tugboat Ranger and the tugboat Eastern Dawn which had arrived on site at approximately 9:30 am. As the pumping operation continued, the water inside the hopper was receding and the sunken Weeks 71 barge barge's bow began to slightly rise from the water, but the stern stayed fixed. The Cashman crane barge carrying the large diameter pumps arrived on site at 1:00 pm. The crew then attached a 6-in diameter pump to the crane and lowered it into the interior of the hopper and began pumping in earnest. The bow of the Weeks 71 began to rise quickly and the deck area from the bow to approximately 30-ft aft was above the waterline. The hatches within the 30-ft above the waterline were opened and the holds inspected for water, which were discovered to be dry. Despite the efforts of the pumping, which removed approximately 3-ft of water within the hopper, the stern of the barge remained on the bottom and the rising tide eventually overtopped the hopper bin wall and filled it with water resulting in the weeks 71 barge sinking back down to the bottom. A containment boom and absorbent boom was secured around the Weeks 71 barge and a tugboat was instructed to stand by on location throughout the night. The consensus of the onsite superintendent and work crews was that if they had another 30 – 45 minutes of pumping before the tide came above the bin walls, the barge would have floated. Based on this assessment, the decision was made to attempt the recovery in the same manner the following morning with the advantage of starting the operation with the 6-inch pumps much sooner.

On Tuesday morning, January 26, the Cashman remobilized the work crews along with the 30-ton crane barge to the submerged Weeks 71 hopper at approximately 8:45 am to inspect the condition and prepare for the pumping operation. The large crane barge, which handled the large diameter pumps, had returned to Staten Island the evening prior and was under tow back to the Bay Ridge Flats. The crane barge arrived on site at approximately 9:30 am and the pumps were set in the hopper by 9:55 am, waiting for the tide to drop below the top of the bin wall. At approximately 10:55 am, the pumping commenced and water was drawn from the hopper of the Weeks 71 and pumped into the Weeks 76. The bow of the 71 rose quickly similar to the day before, and finally the stern of the barge came off the bottom at approximately 12:40 pm. This was significant since the pumping could continue without the risk of the barge becoming overtopped by the rising tide. Pumping into the hopper 76 was ceased when the drafts reached 9'. A second hopper barge, the Weeks 73, was moved alongside to replace the 76 and begin receiving the balance of the water from the 71. An estimated 200,000 gallons of water was pumped into the Weeks 76 and another 50,000 gallons into the 73. As the Weeks 71 barge continued to rise, the hatches in the deck above the waterline were opened and inspected for water. Little to no water was found in all the hatches along the starboard side, however the port stern continued to remain below the waterline. It was evident that the problem was related to this area of the barge. Finally, at approximately 1:50 pm, sufficient water was pumped from the 71 hopper into the 73 to raise the port stern above the waterline and expose the hatch cover. The hatch cover was opened and water was observed filled to the top of the compartment. The water was removed quickly with the 6-in pump but could be heard rushing back in as soon as the pump was removed. The water was clear indicating it was coming from the outside and not from a break in the interior hopper. An inspection of the exterior wall revealed a 2-ft gash in the side of the barge located approximately 2-ft down from the deck and 30-ft forward of the stern. Materials to prepare a temporary patch were gathered which included wood wedges and marine epoxy (Splash Zone®), and a patch was applied around 3:20 pm. The patch repair and general condition of the Weeks 71 was inspected by a 3rd party marine surveyor (Meyerrose and Company) and deemed suitable for transport. This information was forwarded to the USCG who in turn granted permission to move the barge. Pumping continued until approximately 4:45 pm to better level the barge which was successful enough for allow towing. During this time, the Weeks 76 was moved to the Project Staging Site and secured, as was the 30-ton crane barge. The Weeks 71 was under tow from Bay Ridge Flats to the Site at approximately 6:15 pm and tied alongside the Weeks 76 at approximately 7:55 pm. The Weeks 73 remained at the Bay Ridge Flats under the care and custody of the tugboat Eastern Dawn throughout the night.

PHOTOS

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PHOTOS

WORKER/WITNESS INCIDENT/NEAR MISS ACCOUNT

CASHMAN DREDGING

Project Name	RTA1 Gowanus Canal
Date of Occurrence	Discovered 01/25/2021
Time of Occurrence	Discovered at approximately 0845
Location on Project / Vessel	Bay Ridge Flats/ Weeks 71 Barge
Date Reported	01/25/2021
Time Reported	0852
Reported to Whom	Chris Sheedy

Please Include the Following:
☐ Who was Injured
☐ Who was Involved
☐ What Happened
☐ Equipment Involved
☐ Where
☐ When
☐ Witnesses
☐ Weather

The information below is true and correct. This information is provided of my own free will.

Print Name: Chris Sheedy (Cashman Dredging)	Date: 01/27/2021
Signature	

DESCRIPTION OF INCIDENT/NEAR MISS

Monday morning at 8:54 I was notified by Jim Greco of Weeks Marine that the hopper barge Weeks 71 was underwater. He sent me an image of the sunken barge via text. The sunken barge is loaded with an estimated 1050 tons of contaminated sediment recently dredged from the Gowanus Canal as part of the Gowanus RTA1 CERCLA project. The barge appeared to be resting on the bottom which became evident when the tide dropped and the barge exhibited more freeboard. The contractor in charge of the barge is Cashman Dredging and Marine Contracting Corp with a primary place of business at 549 South St, Quincy, MA. The barge is being chartered by Cashman from Weeks Marine.

Immediately upon notification from Jim Greco, Cashman notified the Project Owner Representative by phone. The EPA was ultimately notified by other representatives working on behalf of the Project Owner. In addition, Cashman notified the Coast Guard (718-354-4195) and the National Response Center (800)-424-8802 and Chief of the Removal Action Branch of the Emergency and Remedial Response Division of EPA, Region 2 at (732) 321-6658.

The project superintendent and a small work crew were mobilized to the barge to conduct an assessment and were on the scene shortly before 10:00 am. It was observed that the bin walls on the barge were beginning to rise above the water surface which indicated that the barge is on the bottom and it might be possible to pump out the interior hopper. We started pumping with small diameter pumps and the bow began to rise slightly. A crane barge arrived at about 1:00 pm with large diameter pumps and we started pumping in earnest using 6" pumps. Approximately an average of 3' of water was pumped out of the hopper and the bow continued to rise, however the stern section did not leave the bottom. Eventually the high tide overwhelmed the barge and began to refill the hopper. The barge currently sits in the same location surrounded by a containment and absorbent boom and a tugboat standing by on location throughout the night.

PHOTO

SSO Print Name: Jonathan Lopez	Date: 01/27/2021
Signature	

WORKER/WITNESS INCIDENT/NEAR MISS ACCOUNT

CASHMAN DREDGING

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The information below is true and correct. This information is provided of my own free will.

Print Name: Corey Welch (Cashman)	Date: 01/27/2021
Signature	

DESCRIPTION OF INCIDENT/NEAR MISS

1-25-21

Time: 08:54- Received a call from Chris Sheedy informing me that the Weeks 71 barge was partially under water at the Bay Ridge Flats mooring.

Time: 09:00- I called James Stasinos Captain of the Eastern Dawn. I asked how close they were to the mooring. He said they could be there in 30 minutes. All stop was called on the Dredge 390 barge moving North of Union. Chris Sheedy sent me the photo of the partially sunk barge. We then loaded 200 feet of boom curtain and 200 feet of sausage boom on the Ranger tug.

Time 09:00- James arrived at the mooring area and called me to verified that the Weeks 71 barge was partially sunk but is visible. I then told him to stand by.

Time 09:15- We loaded pumps on the Ranger tug, then headed out of the canal to the Bay Ridge flats along with the survey boat.

Time 10:17- On site at Bay Ridge Flats to assess the situation. One end of the barge was slightly out of the water. The tide was falling at the time.

Time 10:55- My crew started pumping the hopper with two 3inch pump plus three 2inch electric pumps into the Weeks 76 barge once the tide dropped and all the hopper walls were slightly above water.

Time 01:00- Sterling crane barge arrived at the mooring area. Immediately upon the crane barges arrival we began to pump the hopper water into the Weeks 76 barge with a 6inch electric pump. We were able to get the bow of the Weeks 71 barge up. We lost the tide, and the barge went back down.

Time 02:15-Once the tide came up and the barge began to go back down, we set a boom curtain and sausage boom around the Weeks 71 Barge. Eastern Dawn was left on standby overnight at the mooring area.

SKETCH

SSO Print Name: Jonathan Lopez	Date: 01/27/2021
Signature	

WORKER/WITNESS INCIDENT/NEAR MISS ACCOUNT

CASHMAN DREDGING

Project Name	RTA1 Gowanus Canal
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- ☐ Weather

The information below is true and correct. This information is provided of my own free will.

Print Name: Jim Greco **of Weeks Marine** | Date: 01/27/2021

Signature

DESCRIPTION OF INCIDENT/NEAR MISS

One of Weeks Marine boat captains was contacted by a fellow captain working for a different company (he preferred not to give the name) who was transporting a vessel through the Bay on Monday morning. The captain transporting the vessel forwarded a photo of the Weeks barge in a submerged state to the Weeks Marine captain, who in turn forwarded the same image to me (Jim Greco, Division Manager at Weeks Marine). I then called Chris Sheedy at Cashman at approximately 8:52 am notifying him of the situation and **followed up by sending him the same photo via text."**

Photo is attached.

SKETCH

SSO Print Name: Jonathan Lopez | Date: 01/27/2021

Signature

WORKER/WITNESS INCIDENT/NEAR MISS ACCOUNT

CASHMAN DREDGING

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- ☐ Weather

The information below is true and correct. This information is provided of my own free will.

Print Name: Richard Robinson (Cashman Dredging) | Date: 01/27/2021

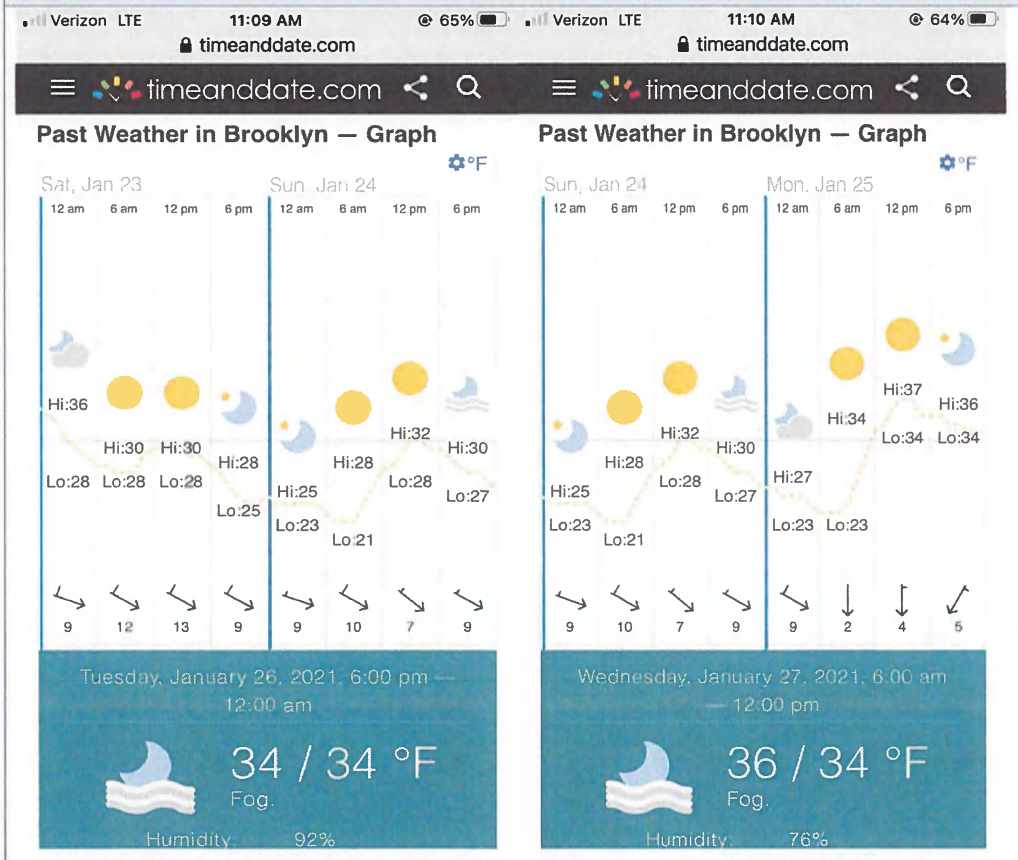
Signature

DESCRIPTION OF INCIDENT/NEAR MISS

On Friday 1/22/21 I received a call from James Stasinos, captain of the Eastern Dawn tug. He informed me that Clean Earth will not have enough space available at their dock for our loaded Weeks 71 barge. At that point, I contacted John Huhn, General manager at Clean Earth via a phone call. He confirmed our Weeks 71 barge could not be delivered to their facility until Tuesday, 01/26/21. The weather report for Friday and through the weekend indicated Temps from Low: 21 to High: 45 and winds from 6mph to 13mph. I then contacted James on the Eastern Dawn and directed him to place the Weeks 71 barge on our mooring.

Below is a screenshot of last weekend forecast-

SKETCH



SSO Print Name: Jonathan Lopez | Date: 01/27/2021

Signature

WORKER/WITNESS INCIDENT/NEAR MISS ACCOUNT

CASHMAN DREDGING

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☐ Witnesses
☐ Weather

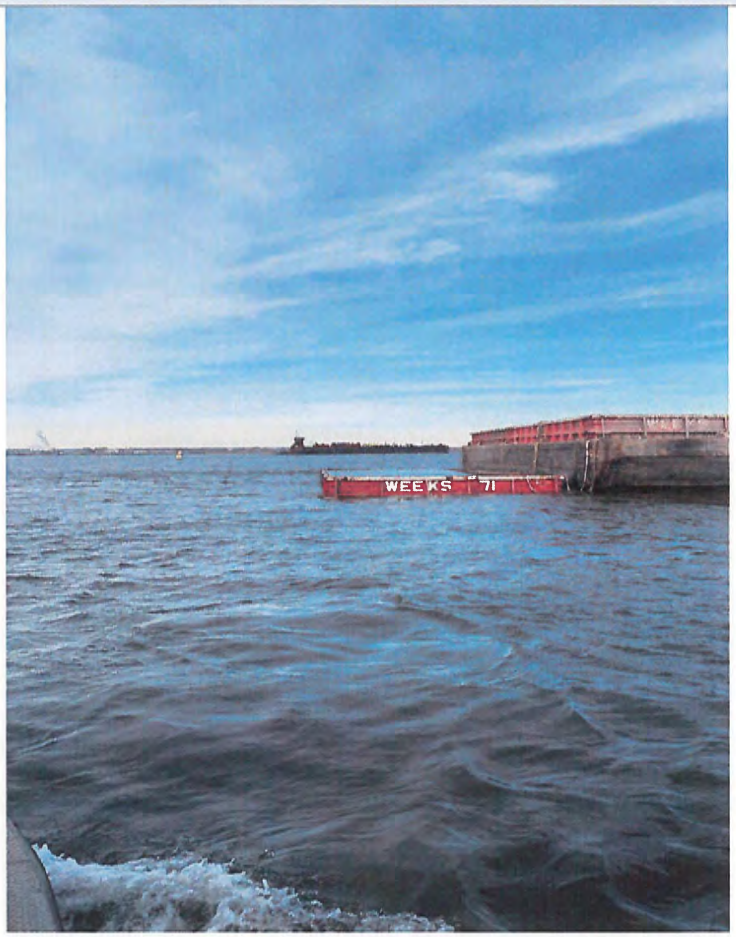
The information below is true and correct. This information is provided of my own free will.

Print Name: Nate Tipton (Cashman Dredging)	Date: 01/27/2021
Signature	

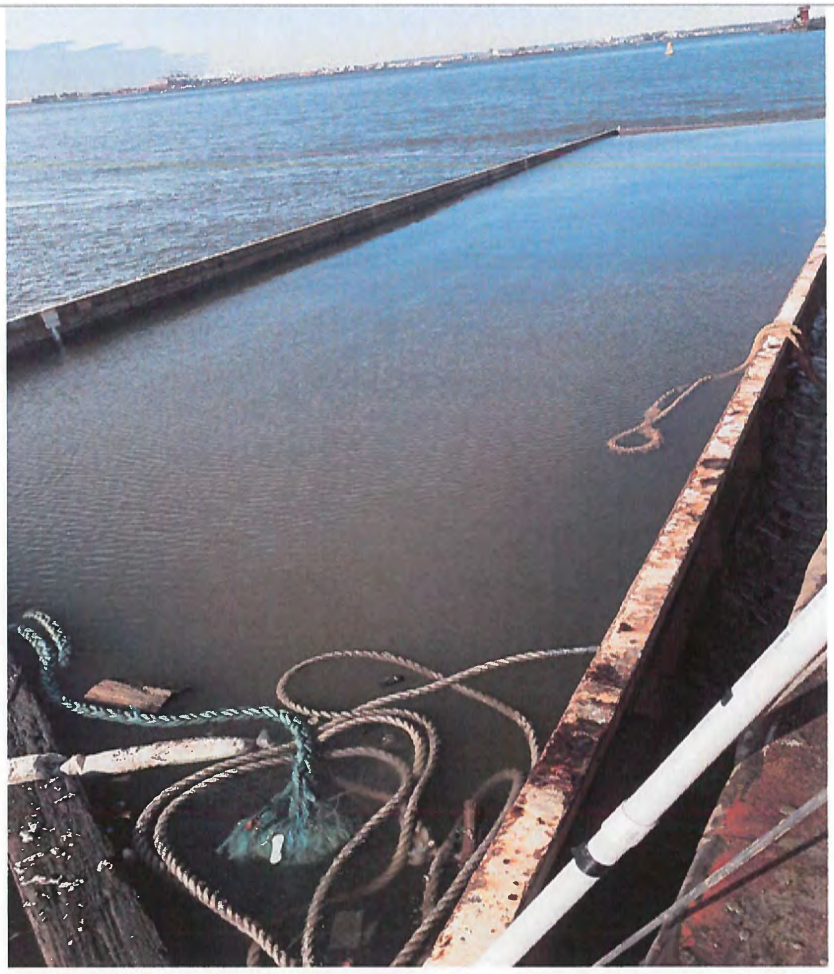
DESCRIPTION OF INCIDENT/NEAR MISS

Monday at 0900 Corey Welch informed me that the Weeks 71 barge was partial sunk on the mooring in Bay Ridge flats. We departed the Dredge 390 on the survey boat and arrived at the mooring at 1017. We observed the coaming and bin wall out of the water, the water in the Weeks 71 barge was observed to be clean and clear. We then began planning the pumping operation to recover the Weeks 71. The tide was falling. The tugs arrived at the mooring area at 1030. We then staged the pumps on the weeks 76 barge and began to offload/pump water from the Weeks 71 barge into the Weeks 76 barge. The water that was discharged into the Weeks 76 barge was observed to be clean and clear.

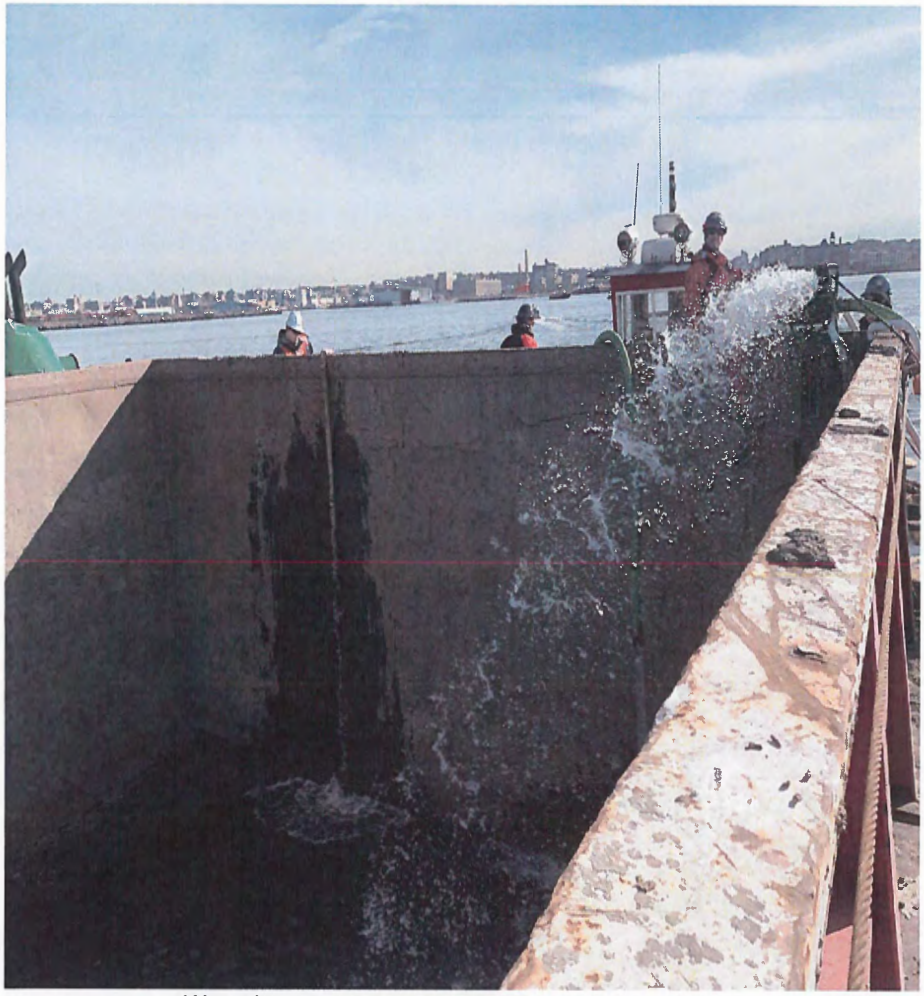
SKETCH



SSO Print Name: Jonathan Lopez	Date: 01/27/2021
Signature	



Top view of the Weeks 71 barge



Water being discharged into the Weeks 76 barge

ROOT CAUSE ANALYSIS

CASHMAN DREDGING

Project Name	RTA1 Gowanus Canal
Date of Occurrence	Discovered on 01/25/2021
Time of Occurrence	Discovered at 0845
Location on Project / Vessel	Bay Ridge Flats/Weeks 71 Barge
Date Reported	01/25/2021
Time Reported	0854

Type of Incident
☐ Environmental Release
☐ Near Miss
☒ Near Miss Spill
☐ Fire
☐ Motor Vehicle
☒ Property Damage
☐ Vessel Incident
☐ Injury

CONTRIBUTING FACTORS

Contributing Factor: Extreme sea state, which consisted of wave heights in excess of 3-ft at the Bay Ridge Flats resulting from steady winds over 20 mph and gusts exceeding 35 mph, took place throughout the weekend causing unexpected rough seas. A copy of the National Weather Service Marine Weather Forecast is included with this incident report.

Contributing Factor: A tender boat was not enlisted to be on standby or to conduct routine inspections on the Weeks 71 barge through its extended stay at the Bay Ridge Flats mooring area over the weekend.

Contributing Factor: Thorough barge condition inspection was not conducted on the Weeks 71 barge before it left the Citizens site to be moored over the weekend.

Contributing Factor: Thorough barge condition inspection was not conducted at the Clean Earth Facility upon delivery or departure, nor was a thorough inspection conducted and documented upon it's return to the transloading area at the project staging site.

ROOT CAUSE

Root Cause: The Weeks 71 barge appears to have been impacted and punctured/cut open at an unknown point in time which left a 20-inch long x ½" wide horizontal gash on the port side between 18 to 24 inches down from the barge deck and 30-ft forward of the stern. The gash was approximately 12" above the waterline with the barge in the loaded condition. This resulted in sea water entering through the gash into the interior compartment through wave action until the weight of the accumulated water was enough to pull the stern down below the gash and quickly fill the compartment to the top, pulling the entire port stern below the waterline. The unbalanced barge caused the sediment material in the hopper to shift to the stern further exacerbating the condition. With the stern of the barge submerged, the waves were able to break over the top of bin wall and enter the hopper. Eventually enough water entered the hopper to sink the barge.

ACTIONS TAKEN

Proposed Corrective actions for Weeks 71 Barge incident:

Cashman is proposing four key corrective actions in response to the Weeks 71 Hopper incident:

1. Hopper barge inspection protocol:
   - 1.1 Upon transfer of possession at the Clean Earth unloading facility a joint inspection will be conducted by Clean Earth and Cashman Personnel. This inspection will take place both at drop-off of all loaded barges and pickup of all light barges.
   - 1.2 All Hoppers will be inspected upon arrival at the Project staging site and just prior to departure by Cashman personnel.
   - 1.3 All Hopper barges will be inspected upon retrieval from moorings by the Tugboat crew.

   Inspection reports will note the current condition of the barge and hatches and whether any noticeable damage/holes are observed. If damage of a concerning nature is observed, it will be documented and Cashman upper management notified immediately to determine disposition and remedial action required for the hopper barge before it is moved.

   A copy of a Hopper Barge Inspection Report form is attached.

   All inspection reports will be included in the daily reports.

1.4 Cashman will contract a 3rd party certified marine survey company to conduct inspection surveys on all the large hoppers, work platforms, deck barges, and mini hoppers. The large hoppers (150'x37' Weeks hoppers) will be inspected and deemed fit and suitable for use in transporting sediment and debris material within the intracoastal waterways before loading of sediment and debris recommences. In addition, a 3rd party inspections of the large hoppers will be conducted every 3 months while under the continuous care and custody of Cashman Dredging. The 3rd party inspections of the work platforms, deck barges, and mini hoppers will assess the general condition of the barge including observation of the interior compartments if deemed necessary, and recommend corrective measures for any noted deficiencies.

2. Tending of Full hopper barges:

   2.1 Cashman will minimize the mooring of full hopper barges at Bay Ridge Flats. If a full barge is to be moored, the Cashman Bergen Point or Newark Bay mooring will be prioritized as the mooring location. Newark Bay and Bergen Point moorings are located further from the project but in a much more protected setting and not subject to the same potential wind and sea conditions experienced at the Bay Ridge Flats.

   2.2 A full hopper will only be put on a mooring if:

      2.2.1 A weather check indicates that inclement weather is not forecasted for the time the barge will be moored.

      2.2.2 A 24-hr tender boat is assigned to monitor the status of the hopper and the Sea conditions. The tender boat will be on site with the hopper barge at the mooring. If the tender boat observes that the hopper status is becoming compromised or there is a potential for the hopper to be at risk (e.g., weather conditions are worsening or predicted to worsen), the tender boat will move the barge to a dock facility (Clean Earth or Cashman Staten Island yard) or move the barge back to the project and set it alongside the transloading area. If another barge is in place at the transloading area, the returned hopper will be placed outboard. Prior to conducting these moves, the tending boat captain will call the project superintendent(s) and discuss the procedure and determine if labor or equipment assistance is needed. This information will be communicated to the owner representative.

3. Review of Inspection protocols for all hoppers:

   3.1 Although the onsite field operating equipment has required daily inspections that are being performed by the work crews, a specific daily inspection protocol for all the barges, mini barges and support barges will be implemented. This inspection report will be included in the daily reports.

- The tire fendering at Clean Earths facility must be restored. All H-piles must have tire fenders. No barges will be moved to Clean Earth until documentation/confirmation of the repairs are received. Cashman is of the strong opinion that the damage to the Weeks 71 barge occurred at the CE facility during the unloading process. A report of the findings of an inspection conducted at the Clean Earth facility on Monday, January 26 is included with this incident report. The report includes photographs showing missing tire fenders and protruding steel from the bulkhead H-piles. It should be noted that Cashman confirmed the missing fender tires were replaced prior to the delivery of the next hopper barge. Starting now and going forward, the barges and docking facilities at Clean Earth, Citizens Site, and any other future facility, will be inspected prior to landing or receiving a barge. The inspection reports will be included in the daily reports.

4. Cashman is working with Clean Earth to ensure that the facility will always accept a loaded hopper barge directly from the RTA1 project. In the rare instances where this cannot occur, such as equipment breakdowns, Cashman will be allowed to tie the barge up at the facility but tend it with the tugboat until unloading can take place. In addition, Cashman will continue to actively seek additional docking locations for staging loaded hopper barges during non-working hours as an alternative to the moorings. Docking facilities generally provide a much safer harbor and direct access for labor and equipment.

WEEKS 71 BARGE TIMELINE

CASHMAN DREDGING

TIMELINE	
Recent Timeline of the Weeks 71 Hopper barge	
1/7/2021 -	The Weeks 71 was loaded at the Project Staging Site transloading station (Starboard side facing towards trans-loader)
1/7/2021 -	71 was picked up from Project Staging Site trans-loader station and brought directly to the Claremont Clean Earth Facility located in Jersey City, NJ.
1/8/2021 –	71 was unloaded at Clean Earth (Port side towards unloader)
1/12/2021 –	71 was picked up from Clean Earth and moved to the Bay Ridge Flat mooring.
1/15/2021 –	71 was picked up from mooring and moved to Project Staging Site trans-loader station (port side towards trans-loader). 71 was loaded with dredged sediment until 1/22.
1/22/2021 –	71 was picked up from trans-loading station and tied to the north mooring at Bay Ridge Flats.
1/23-24/2021-	71 took on water and sank (Port Stern on bottom). During low tide, the top of the hopper bin wall was visible all around. During high tide, the top of hopper bin wall toward the bow (an estimated 40% of the perimeter) remained above water.
1/25/2021 -	Cashman was notified of the sinking at approximately 8:50 am and immediately mobilized equipment and crews to the Bay Ridge Flats mooring. Cashman began transferring water using small diameter pumps (2 - 3") from the Weeks 71 hopper into the Weeks 76 hopper tied alongside at approximately 11:00 am. A crane barge with large diameter pumps (6") arrived at the site at approximately 1:30 pm and increased the pump rate significantly, however not enough water was removed from the hopper before the high tide overwhelmed the top of the stern bin wall and the barge filled again with seawater.
1/26/2021-	Cashman remobilized the same resources in the morning and recommenced the transfer of water within the hopper of the Weeks 71 into the Weeks 73 using 2 large diameter pumps at approximately 10:45 am. Water was pumped out and the barge refloated and brought to transloading station at approximately 7:30 pm. A gash in the sidewall of the barge approximately 2-ft below deck level on the port side towards the stern. A temporary patch of marine epoxy was placed over the gash and a marine survey was conducted by a 3rd party surveyor (Meyerrose and Company) deeming the barge suitable for transport before the hopper was towed to the trans-loading station.
1/27/2021 -	Measurements were taken to verify sediment volume within the hopper and the free water ponding atop the sediments was pumped to the dredge water treatment system. The hopper remained at the trans-loading station overnight to continue decanting.
1/28/2021 -	The Weeks 71 was dewatered and towed to the Claremont Clean Earth Facility for offloading.

Project Manager Print Name: Chris Sheedy

MORAN Shipping Agencies, Inc. **New York New Jersey**

New York/New Jersey

Sign In

Daily Port Updates

Year	Month
2021	**January**
2020	February
2019	March
2018	April
2017	May
2016	June
2015	July
2014	August
2013	September
2012	October
2011	November
2010	December
2009	
2008	
2007	
2006	
2005	
2004	
2003	
2002	
2001	

Port Updates

Subject	Date	Priority
Daily Port Update - New York	01/28/2021	Normal
Daily Port Update - New York	01/27/2021	Normal
Daily Port Update - New York	01/26/2021	Normal
Daily Port Update - New York	01/25/2021	Normal
Daily Port Update - New York	01/24/2021	Normal
Daily Port Update - New York	01/23/2021	Normal
Daily Port Update - New York	01/22/2021	Normal
Daily Port Update - New York	01/21/2021	Normal
NWS Marine Weather Forecast - New York	01/20/2021	Normal
Daily Port Update - New York	01/20/2021	Normal
Daily Port Update	01/19/2021	Normal

Daily Port Update

Subject: Daily Port Update - New York
Date: Saturday, January 23, 2021
Priority: Normal
Attachments: COVID-19 Memo Agents 6-22-2020.pdf
Detention of Crewmen arriving from COVID19 restricted countries.doc
MSIB 02-20_Change 5_Novel Coronavirus.pdf
MSIB-06-20_Reporting-Requirements.pdf
Notice: **New York Harbor is at MARSEC Level 1**

COVID-19 Corona Virus Information

Restrictions continue at the Port of New York/New Jersey.

Vessel cargo operations are not affected and are still being conducted with little or no delays.

Attached please find the Marine Safety Information Bulletin's from USCG and CBP requirements of safeguarding detained crewmembers falling within 14 days of their arrival from COVID-19 restricted countries. Crew changes being allowed if vessel meeting safe COVID requirements. Also attached is memo to agents from the Sandy Hook Pilots covering COVID-19 precautionary measures for vessels entering the Port of New York and New Jersey.

Frequently Asked Questions:
https://coronavirus.jhu.edu/covid-19-basics/faq

CDC:
https://www.cdc.gov/coronavirus/2019-nCoV/index.html

USCG: https://www.uscg.mil/Coronavirus/

CBP: https://www.dhs.gov/coronavirus

Not related to the Pandemic, any off signing crew with contracts of 1 year or less and/or first time arriving in the U.S. are required to be escorted and attended to by guards from ship to airport/hotel. This requirement is at Customs and Border protection discretion. Crew must be on airplane departing while ship is in port. In case crew cannot depart, then guards will be required at all times while in the U.S. This is subject to Customs approval on a case by case basis.

- New York			While there have been few (if any) confirmed positive crew members arriving in the U.S. via ship, there have been vessels delayed entry into U.S. ports for not providing timely submissions of attestation letters where required. Just a friendly reminder to ensure that this information is being transmitted to USCG well in advance of expected POB, in order to prevent any significant delays with entry into port, thank you.
Daily Port Update - New York	01/18/2021	Normal	
Daily Port Update - New York	01/17/2021	Normal	Some terminals/services carrying out due diligence at their berths to limit the spread of the virus to crew and shore side personnel by limiting any direct contact with personnel. In some cases, temperature checks, no paperwork exchanges, only via e-mail, crew not being allowed to depart while at their terminals. Gangways to be raised/removed when shore personnel leave ship during operations. Limit inspectors, gaugers etc. from entering terminal buildings.
Daily Port Update - New York	01/16/2021	Normal	
Daily Port Update - New York	01/15/2021	Normal	
Daily Port Update - New York	01/14/2021	Normal	Following oil terminals/maritime facilities have restrictions in place at the Port of New York/New Jersey for vessels under USCG Captain of the Port orders and/or US Customs operational details as per attached:
Daily Port Update - New York	01/13/2021	Normal	**Gordons Terminal –** No crew changes at terminal as a precaution due to the Corona Virus issue. No one will be allowed to board or depart vessels and barges at terminal location until further notice accept cargo surveyors and agents.
Daily Port Update - New York	01/12/2021	Normal	
Daily Port Update - New York	01/11/2021	Normal	**Buckeye Port Reading** – no crewmembers to will be allowed to depart while docked at the facility. gangway to be removed after pilot departure, but gaugers can attend on arrival/sailing Going forward until further notice no ship crew members will be allowed to depart while docked at the facility.
Daily Port Update - New York	01/10/2021	Normal	There should be no paperwork exchanges with ship personnel. Our members can fill out the paperwork then email to the vessel. Once the ship has completed the paperwork they should email to the tc-1 or gaugers and delivered to the dock.
Daily Port Update - New York	01/09/2021	Normal	Once the pilot has departed from the ship the gangway is to be removed from the ship until the pilot is ready to board to sail the ship.
Daily Port Update - New York	01/08/2021	Normal	There rover will also be stationed at the dock when a ship arrives. Once the gangway is removed from the ship the rover can continue his usual activities.
Daily Port Update - New York	01/07/2021	Normal	Inspectors should not be stationed at the terminal or entering the terminal building. Tc-1 to call when they need gauges or samples then the inspector will take the paperwork back to the office and email to the tc-1. We are minimizing any direct contact with personnel and paperwork.
Daily Port Update	01/06/2021	Normal	

- New York

Daily Port Update - New York 01/05/2021 Normal

Daily Port Update - New York 01/04/2021 Normal

Daily Port Update - New York 01/03/2021 Normal

Daily Port Update - New York 01/02/2021 Normal

Daily Port Update - New York 01/01/2021 Normal

IMTT Bayonne - COVID-19 Mandatory Temperature Screening on all Personnel

Effective 31Mar20, all personnel entering IMTT property will be required to have their temperatures checked for fever like symptoms. All personnel to include contracted staff will be required to check into the East Gate screening area by vehicle. All personnel are asked to remain in their vehicles, once their turn has arrived, they will be asked to partially lower their windows to allow IMTT personnel to perform a non-contact temperature screening. Personnel will be allowed to enter IMTT only if their temperature is below 99.5°F. In the event they have a fever of 99.5°F or higher, personnel will be denied access to the facility. Personnel allowed access to the facility will be issued a color coated wristband for that day. If personnel are found in the terminal without the appropriate wristband, they will be asked to leave immediately.

Parking along the side of the road will be prohibited until further notice.

IMTT expects full compliance with this from our staff, contractors, and other critical partners in our attempts to keep everyone on the facility safe during these difficult times. Additionally, IMTT encourages that all employees and contracted personnel check their temperatures before coming on site to keep all employees safe.

No IMTT-Bayonne personnel will embark onto the ship. All pre-discharge activities will be conducted on the pier. This policy will remain in effect for the duration of the healthcare emergency.

Kinder Morgan Carteret - Kinder Morgan Load Master (employee) will not board vessels at their berth. All workers and visitors are required to wear cloth face coverings and gloves while within New Jersey Kinder Morgan Terminals. These efforts are to reduce exposure within our facilities and keep everyone that comes into our terminals healthy.

Kinder Morgan Perth Amboy - Implemented temperature screenings for every individual that enters their facilities. All workers and visitors are required to wear cloth face coverings and gloves while within New Jersey Kinder Morgan Terminals. These efforts are to reduce exposure within our facilities and keep everyone that comes into our terminals healthy.

Millers Launch Service - Implementing temperature screenings before being allowed on launch

Nustar Terminal Linden - Nustar Load Master (employee) will not board vessels at their berth

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NWS Marine Weather Forecast - New York

<span-size:10.0pt;font-family:"Courier New"">New York Harbor-

<span-size:10.0pt;font-family:"Courier New"">742 AM EST Sat Jan 23 2021

<span-size:10.0pt;font-family:"Courier New"">

SMALL CRAFT ADVISORY IN EFFECT THROUGH SUNDAY MORNING<span-size:10.0pt;font-family:"Courier New"">

<span-size:10.0pt;font-family:"Courier New"">

TODAY<span-size:10.0pt;font-family:"Courier New"">

<span-size:10.0pt;font-family:"Courier New"">NW winds 15 to 20 kt, increasing to 20 to 25 kt late

<span-size:10.0pt;font-family:"Courier New"">this morning and afternoon. Waves around 2 ft.

<span-size:10.0pt;font-family:"Courier New"">

TONIGHT<span-size:10.0pt;font-family:"Courier New"">

<span-size:10.0pt;font-family:"Courier New"">NW winds 20 to 25 kt, diminishing to 15 to 20 kt after

<span-size:10.0pt;font-family:"Courier New"">midnight. Waves around 2 ft.

<span-size:10.0pt;font-family:"Courier New"">

SUN<span-size:10.0pt;font-family:"Courier New"">

<span-size:10.0pt;font-family:"Courier New"">NW winds 15 to 20 kt with gusts up to 25 kt. Waves around

<span-size:10.0pt;font-family:"Courier New"">2 ft.

<span-size:10.0pt;font-family:"Courier New"">

SUN NIGHT<span-size:10.0pt;font-family:"Courier New"">

<span-size:10.0pt;font-family:"Courier New"">NW winds 10 to 15 kt with gusts up to 20 kt,

<span-size:10.0pt;font-family:"Courier New"">diminishing to 5 to 10 kt after midnight. Waves 1 ft or less.

<span-size:10.0pt;font-family:"Courier New"">

MON<span-size:10.0pt;font-family:"Courier New"">

<span-size:10.0pt;font-family:"Courier New"">N winds around 5 kt. Waves 1 ft or less.

<span-size:10.0pt;font-family:"Courier New"">

DAILY REPORT - RTA1

CASHMAN DREDGING

PROJECT NO.	REPORT NO.	DATE	SHIFT
271		Teusday 1/26/21	0700 - 1730

Photo No.	Date
Clean Earth.1	1/26/2021

Description

This photo is of the Berth facing Southeast. Missing several Tire Fenders

Photo No.	Date
Clean Earth.2	1/26/2021

Description

This photo is of the Berth facing Northwest. Missing a couple Tire Fenders

DAILY REPORT - RTA1

CASHMAN DREDGING

PROJECT NO.	REPORT NO.	DATE	SHIFT
271		Teusday 1/26/21	0700 - 1730

Photo No.	Date
Clean Earth.3	1/26/2021

Description

Gap between the Bollards show Vertical H-Pile with Shackles beyond the edge of the Bulkhead missing Tire Fenders

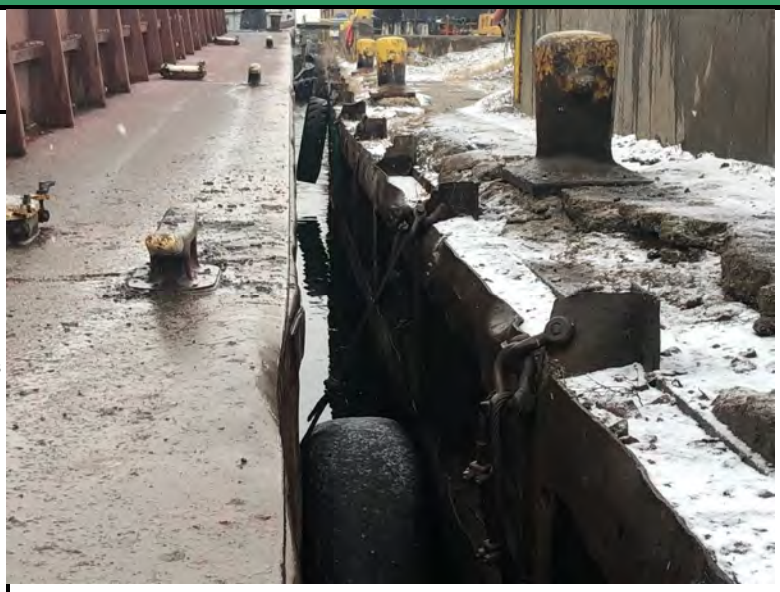

Photo No.	Date
Clean Earth.4	1/26/2021

Description

Vertical H-pile with Shackles outside the horizontal plane of the bulkhead

DAILY REPORT - RTA1

CASHMAN DREDGING

PROJECT NO.	REPORT NO.	DATE	SHIFT
271		Teusday 1/26/21	0700 - 1730

Photo No.	Date
Clean Earth.5	1/26/2021

Description

Vertical H-Pile with Shackle with missing Tire Fender. John Huhn described this as recent damage. Depending on Barge Draft and tide levels, this structure has the potential to cause damage similar to what we have experienced on the Weeks 71 and Weeks 73

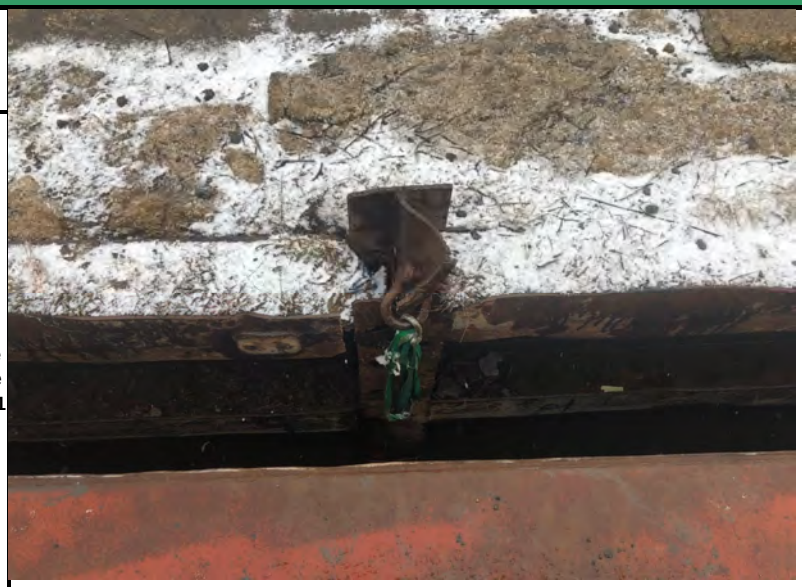

Photo No.	Date
Clean Earth.6	1/26/2021

Description

As described by John Huhn, barges at the Clean Earth Dock are fleeted back and forth by placing the bucket of the Material Handler inside the barge and moving the barge to the desired off-load postions

Cashman Superintendent Rich Robinson **Date** 1/26/2020

CASHMAN DREDGING

PRE-UNLOADING INSPECTION REPORT

Scow#:	Date:
Time:	Weather:

PERFORM VISUAL INSPECTION OF HOPPER, DECK AND SCOW SIDE SHELL (NOTE ANY DEFICIENCIES)

	Starboard Bow	Starbroard Stern	
	DRAFT READINGS		
	Port Bow	Port Stern	

ARE THERE ANY VISIBLE HOLES IN THE SCOW?	**YES**	**NO**
ARE ALL 4 TIRES ON BARGE?	**YES**	**NO**
IS THE SAFETY LINE SECURED?	**YES**	**NO**
IS THE SCOW LISTING TO ONE SIDE?	**YES**	**NO**
ARE ALL WATERTIGHT DOORS AND HATCHES SECURED?	**YES**	**NO**
ARE BARGE LINES SUFFICIENT AND ADEQUATE?	**YES**	**NO**
ANY OTHER ISSUES OF CONCERN? (EXPLAIN BELOW)	**YES**	**NO**

COMMENTS:

Checklist Preparer:	Captains Review:	CQC Review:
Print:	Print:	Print:
Sign:	Sign:	Sign:

CASHMAN DREDGING

POST-UNLOADING INSPECTION REPORT

Scow#:	Date:
Time:	Weather:

PERFORM VISUAL INSPECTION OF HOPPER, DECK AND SCOW SIDE SHELL (NOTE ANY DEFICIENCIES)

	Starboard Bow	Starbroard Stern	
	DRAFT READINGS		
	Port Bow	Port Stern	

ARE THERE ANY VISIBLE HOLES IN THE SCOW?	**YES**	**NO**
ARE ALL 4 TIRES ON BARGE?	**YES**	**NO**
IS THE SAFETY LINE SECURED?	**YES**	**NO**
IS THE SCOW LISTING TO ONE SIDE?	**YES**	**NO**
ARE ALL WATERTIGHT DOORS AND HATCHES SECURED?	**YES**	**NO**
ARE BARGE LINES SUFFICIENT AND ADEQUATE?	**YES**	**NO**
ANY OTHER ISSUES OF CONCERN? (EXPLAIN BELOW)	**YES**	**NO**

COMMENTS:

Checklist Preparer:	Captains Review:	CQC Review:
Print:	Print:	Print:
Sign:	Sign:	Sign:

HOPPER ARRIVAL REPORT - CLEAN EARTH FACILITY

Hopper Name/#:	Date:
Time:	Weather:

PERFORM VISUAL INSPECTION OF HOPPER, DECK AND SCOW SIDE SHELL (NOTE ANY DEFICIENCIES)

	Starboard Bow	Starbroard Stern	
	DRAFT READINGS		
	Port Bow	Port Stern	

	Cashman		Clean Earth	
ARE THERE ANY VISIBLE HOLES IN THE SCOW?	YES	NO	YES	NO
ARE TIRES ON ALL 4 CORNERS OF THE BARGE?	YES	NO	YES	NO
IS THE SAFETY LINE SECURED?	YES	NO	YES	NO
IS THE SCOW LISTING TO ONE SIDE?	YES	NO	YES	NO
ARE ALL WATERTIGHT DOORS AND HATCHES SECURED?	YES	NO	YES	NO
ARE BARGE LINES SUFFICIENT AND ADEQUATE?	YES	NO	YES	NO
ARE TIRES IN PLACE AT EVERY H-PILE ALONG THE BULKHEAD?	YES	NO	YES	NO
OTHER ISSUES OF CONCERN? (EXPLAIN BELOW)	YES	NO	YES	NO

Comments:

Hopper Inspector By (Cashman):	**Hopper Inspected By (Clean Earth):**
Print:	Print:
Sign:	Sign:

HOPPER DEPARTURE REPORT - CLEAN EARTH FACILITY

Hopper Name/#:	Date:
Time:	Weather:

PERFORM VISUAL INSPECTION OF HOPPER, DECK AND SCOW SIDE SHELL (NOTE ANY DEFICIENCIES)

	Starboard Bow	Starbroard Stern	
	DRAFT READINGS		
	Port Bow	Port Stern	

	Cashman		Clean Earth	
ARE THERE ANY VISIBLE HOLES IN THE SCOW?	YES	NO	YES	NO
ARE ALL 4 TIRES ON BARGE?	YES	NO	YES	NO
IS THE SAFETY LINE SECURED?	YES	NO	YES	NO
IS THE SCOW LISTING TO ONE SIDE?	YES	NO	YES	NO
ARE ALL WATERTIGHT DOORS AND HATCHES SECURED?	YES	NO	YES	NO
ARE BARGE LINES SUFFICIENT AND ADEQUATE?	YES	NO	YES	NO
ARE TIRES IN PLACE AT EVERY H-PILE ALONG THE BULKHEAD?	YES	NO	YES	NO
OTHER ISSUES OF CONCERN? (EXPLAIN BELOW)	YES	NO	YES	NO

Comments:

Hopper Inspector By (Cashman):	**Hopper Inspected By (Clean Earth):**
Print:	Print:
Sign:	Sign:

Attachment B

MEYERROSE AND CO., INC.

MARINE SURVEYORS – CONSULTANTS
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AMITYVILLE, NY 11701
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Cell: 516-658-9059
Email: rmeyerrose@optonline.net

27 January 2021 FILE NUMBER: M-12371

DO1-SMB-NYSPVInspections

ATTENTION: CWO JAMEL H. DALLAS
Sector New York

RE: HOPPER BARGE**"WEEKS 71"** SUNK AT BAY RIDGE FLATS ANCHORAGE

LETTER REPORT

Dear Mr. Dallas:

The following is a reproduction of an email sent to Mr. Dallas on Tuesday afternoon:

"Good evening, to confirm our telcon earlier, one split in port hullside at 18" below deck in way Main body 4, has been wedged and covered with splash zone. Otherwise water in end rake compartments and of course #4 has been pumped out and compartments have been checked several more times with no influx found, and hatch covers now closed and secured. I have departed barge after watching attitude of barge and found it riding well. Additional water will be pumped out of hopper and the tug Eastern Dawn with then move barge to the Gowanus job site starting inbound approx 1800. Barge is suitable for this transit and approved by me. I will issue formal report soonest tomorrow."

CONCLUSION

It is reported by Mr. Chris Sheedy of CDMCC that the barge arrived the jobsite facility approx. 1930 hours on Tuesday evening, and has been monitored with no changes to the barge. The patch split in the hull side is currently well above the draft of the vessel.

It is reported the barge will be dewatered through the on site filtration plant, the cargo load leveled, and then the barge will be towed to off loading site at Clean Earth.

It is my opinion the barge is suitable for these two processes, including towing to/from the offloading dock.

The above report is a statement of opinion made, signed, and submitted without prejudice to the rights and/or interests of whom it may concern.

Respectfully submitted,

Richard Meyerrose, Jr.
Marine Surveyor – Senior Advisor

RM/

Dave Himmelheber

Subject: [Non-DoD Source] RE: Weeks Barge #71

-----Original Message-----
From: Rick Meyerrose <rmeyerrose@optonline.net>
Sent: Tuesday, February 2, 2021 7:45 AM
To: Chris Sheedy <CSheedy@jaycashman.com>
Subject: FW: [Non-DoD Source] RE: Weeks Barge #71

Here is response from Mr. Dallas

Richard Meyerrose, Jr.
Marine Surveyor - Senior Advisor
Meyerrose and Co., Inc.
55 Broadway, 2nd Floor
Amityville, NY 11701
(O) 631-225-3641
(F) 631-225-3642
(C) 516-658-9059
WEB meyerrosemarinesurveyors.com

-----Original Message-----
From: Dallas, Jamel H MSSE2 [mailto:Jamel.H.Dallas@uscg.mil]
Sent: Wednesday, January 27, 2021 3:16 PM
To: Rick Meyerrose
Cc: D01-SMB-NYSPVInspections
Subject: RE: [Non-DoD Source] RE: Weeks Barge #71

Good afternoon Mr. Meyerrose,

Thank you very much for your expeditious response and for your professionalism. Your expertise, insight & recommendation was instrumental to a safe evolution.

V/r
CWO Dallas
SECTOR NEW YORK
Inspections DIV
Office 718-354-4387

-----Original Message-----
From: Rick Meyerrose <rmeyerrose@optonline.net>
Sent: Wednesday, January 27, 2021 12:12 PM
To: Dallas, Jamel H MSSE2 <Jamel.H.Dallas@uscg.mil>
Cc: D01-SMB-NYSPVInspections <D01-SMB-NYSPVInspections@uscg.mil>; 'Chris Sheedy' <CSheedy@jaycashman.com>
Subject: [Non-DoD Source] RE: Weeks Barge #71

Good afternoon - attached is my formal report including email message from yesterday, and updated information today.

It appears the barge was holed at some previous date between the last offloading to this past weekend at the mooring whereby water filled the #4 main compartment, and with a full load in the hopper box, the sea water overflooded the hopper box resulting in the barge sinking.

Please do not hesitate to contact me if your have further questions or concerns.

Brgds, Rick

Richard Meyerrose, Jr.
Marine Surveyor - Senior Advisor
Meyerrose and Co., Inc.
55 Broadway, 2nd Floor
Amityville, NY 11701
(O) 631-225-3641
(F) 631-225-3642
(C) 516-658-9059
WEB meyerrosemarinesurveyors.com

-----Original Message-----
From: Dallas, Jamel H MSSE2 [mailto:Jamel.H.Dallas@uscg.mil]
Sent: Tuesday, January 26, 2021 1:44 PM
To: Rmeyerrose@optonline.net
Cc: D01-SMB-NYSPVInspections
Subject: Weeks Barge #71

Good afternoon Mr. Meyerrose,

Thank you for receiving my call this afternoon. Please be advised. Before the Weeks barge can transit back to its' mooring, it must be verified for safe temporary transit by a certified third party surveyor. I have been informed by the Vessel/ barge POC, Mr. Chris Sheedy, that he intends to acquire your company and services to conduct the third party survey. Please respond to all, on this email, and call (347) 682-0552 with the results of the survey. Thank you in advance for your time and attention with this important matter. Please be safe.

V/r
CWO Dallas
SECTOR NEW YORK
Inspections DIV
Office 718-354-4387
Duty MI (347) 682-0552

Dave Himmelheber

Subject: FW: Weeks Barge #71

-----Original Message-----
From: rmeyerrose@optonline.net <rmeyerrose@optonline.net>
Sent: Tuesday, January 26, 2021 5:06 PM
To: Dallas, Jamel H MSSE2 <Jamel.H.Dallas@uscg.mil>
Cc: D01-SMB-NYSPVInspections <D01-SMB-NYSPVInspections@uscg.mil>; Chris Sheedy <CSheedy@jaycashman.com>; Jonathan Spencer <jss@jssusa.com>
Subject: Re: Weeks Barge #71

Good evening, to confirm our telcon earlier, one split in port hillside at 18” below deck in way Main body 4, has been wedged and covered with splash zone. Otherwise water in end rake compartments and of course #4 has been pumped out and compartments have been checked several more times with no influx found, and hatch covers now closed and secured. I have departed barge after watching attitude of barge and found it riding well. Additional water will be pumped out of hopper and the tug Eastern Dawn with then move barge to the Gowanus job site starting inbound approx 1800. Barge is suitable for this transit and approved by me. I will issue formal report soonest tomorrow.

Sent from my iPhone

> On Jan 26, 2021, at 1:45 PM, Dallas, Jamel H MSSE2 <Jamel.H.Dallas@uscg.mil> wrote:
>
> Good afternoon Mr. Meyerrose,
>
> Thank you for receiving my call this afternoon. Please be advised. Before the Weeks barge can transit back to its' mooring, it must be verified for safe temporary transit by a certified third party surveyor. I have been informed by the Vessel/ barge POC, Mr. Chris Sheedy, that he intends to acquire your company and services to conduct the third party survey. Please respond to all, on this email, and call (347) 682-0552 with the results of the survey. Thank you in advance for your time and attention with this important matter. Please be safe.
>
> V/r
> CWO Dallas
> SECTOR NEW YORK
> Inspections DIV
> Office 718-354-4387
> Duty MI (347) 682-0552
>

Attachment C

CASHMAN TRANSLOADING PHOTOS

CASHMAN DREDGING

Pile and Camel fender system at Staging Site within the Gowanus Canal (Citizens Site)

Pile and Camel fender system at Staging Site within the Gowanus Canal (Citizens Site)

DAILY REPORT - RTA1

CASHMAN DREDGING

PROJECT NO.	REPORT NO.	DATE	SHIFT
271		Tuesday 1/26/21	0700 - 1730

Photo No.	Date
Clean Earth.1	1/26/2021

Description

This photo is of the Berth facing Southeast. Missing several Tire Fenders

Photo No.	Date
Clean Earth.2	1/26/2021

Description

This photo is of the Berth facing Northwest. Missing a couple Tire Fenders

DAILY REPORT - RTA1

CASHMAN DREDGING

PROJECT NO.	REPORT NO.	DATE	SHIFT
271		Tuesday 1/26/21	0700 - 1730

Photo No.	Date
Clean Earth.3	1/26/2021

Description

Gap between the Bollards show Vertical H-Pile with Shackles beyond the edge of the Bulkhead missing Tire Fenders

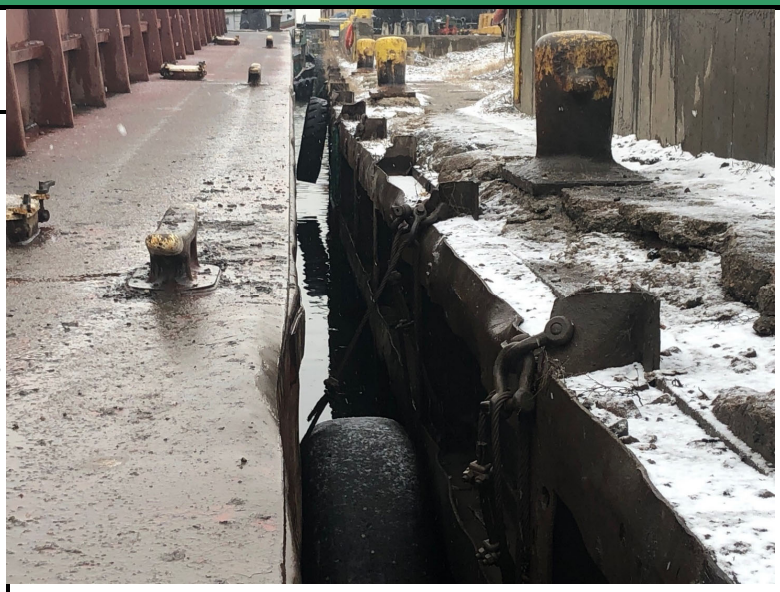


Photo No.	Date
Clean Earth.4	1/26/2021

Description

Vertical H-pile with Shackles outside the horizontal plane of the bulkhead

DAILY REPORT - RTA1

CASHMAN DREDGING

PROJECT NO.	REPORT NO.	DATE	SHIFT
271		Tuesday 1/26/21	0700 - 1730

Photo No.	Date
Clean Earth.5	1/26/2021

Description

Vertical H-Pile with Shackle with missing Tire Fender. Depending on Barge Draft and tide levels, this structure has the potential to cause damage similar to what we have experienced on the Weeks 71 and Weeks 73

Photo No.	Date
Clean Earth.6	1/26/2021

Description

Barges at the Clean Earth Dock are fleeted back and forth by placing the bucket of the Material Handler inside the barge and moving the barge to the desired off-load positions

Cashman Superintendent Rich Robinson **Date** 1/26/2021

Photograph of newly installed tires serving as fenders at the docking location of the sediment processing facility. The tires protect the barge from metal shackles and H-piles along the bulkhead.

Attachment D

Calculations of Sediment Contained in the Weeks #71 Barge

The following provides details supporting the estimation of sediment volume remaining in the Weeks #71 barge following recovery and transport back to the staging site. A summary of the results was previously provided to EPA on Wednesday, January 27. The details below were provided to EPA on Tuesday, February 2.

Volume Estimates of Sediment in the Barge on January 22, 2021

Several approaches were used to estimate the volume of material in the barge on Friday, January 22. These are presented on Cashman's volume estimates file. The "Before Volumes" are estimated as described below.

- Method 1: Measurements of barge draft collected prior to transporting the Weeks 71 to the Bay Ridge flats on Friday, January 22 were recorded as 10 ft. Using ullage tables, 10.0 ft of draft corresponds to 1,058 tons of load. Converting the tonnage to volume based on 1.21 tons/CY, the volume is estimated as **874 CY**. Tonnage of empty barges are incorporated into the ullage table, such that the calculated tonnage accounts for the weight of the empty barge. Additionally, drafts and associated tonnages of barges are recorded as the barges arrive on site and considered in the final estimated tonnage leaving the site.

- Method 2: By summing the drafts of the mini-hopper loads transferred into the larger Weeks #71 hopper, again using the ullage tables and converting from mass to volume, an estimate of **890 CY** is obtained

- Method 3: Measurements were collected from the top of the bin wall down to a welding seam along the wall on the Weeks 71 barge. The measurement was applied to a photograph taken Friday 1/22/2021 prior to transporting the scow to Bay Ridge Flats. The photograph and analysis is included in the second page of "Weeks 71 Volume Calculations…" file. An estimate of the distance from the seam to the top of sediment was estimated digitally based on the photograph, and total sediment thickness was back-calculated based on the total height of the bin wall. An average sediment thickness of 6.06 ft was estimated. Based on the barge geometry a sediment volume **883 CY** was estimated.

- Method 4: By comparing volume of material dredged via bathymetric surveys of the areas loaded into the Weeks #71 barge, an estimate of **810 CY** is obtained. This volume is less than the loaded volumes since it is an "in situ" measurement, which is typically lower than the loaded volume due to bulking of sediment during excavation and material handling.

Volume Estimates of Sediment in the Barge on January 27, 2021

Several approaches were used to develop a multiple-lines-of-evidence approach to estimate the volume of sediment remaining in the barge after recovery. Below is a description of the approaches, with attachments providing corresponding documentation.

- Method 1: Measurements of depth to top of sediment were collected from reference points within the Weeks #71 barge. The reference points were the top of gunnels (i.e., the bin walls). Measurements were collected at 26 evenly-spaced locations around the barge. At the same locations, probing of the sediment was conducted to measure sediment thickness and measure the depth to bin bottom.
    a. The data were used by PRP Group technical representatives to calculate sediment volume. The results are presented as Table 1: Weeks 71 Measurements 1/27/2021 in PDF file "Weeks 71 Volume Calculations…".
    b. Dimensions of the barge were measured in the field and based on scow specification details where necessary. The average sediment thickness at the 26 locations was used to develop a trapezoidal prism of the sediment shaped to the Weeks 1 scow. The volume of this prism was calculated to yield the total cubic yards (CY) of sediment within the scow. Average sediment thickness was 6.14 ft.
    c. Table 3 shows the results of the calculation based on this approach as **895 CY**.

- Method 2: Cashman developed a calculation using the same measurements from Method 1 and the scow specifications. Cashman developed cross-sections of the barge at each measurement location to calculate area then volume of sediment. The cross-sections and calculations performed by Cashman are attached ("Cashman Weeks #71 Volume Estimates") and yielded a result of **890 CY**.

- Method 3: On Wednesday, January 27 the draft was recorded to be 9.945 ft, when accounting for overlying water remaining in the barge but not accounting for sediment potentially removed from the barge during pumping of overlying water. Ullage tables indicate that 9.945 ft of draft (approximately 9 ft 11 inches) corresponds to 1,043 tons of material. Assuming a dredged material density of 1.21 tons/CY, this yields **861 CY** of material.

Overall

Based on the accuracy and precision of the various volume determination approaches described above, calculations show that any dredged sediment material released from the Weeks 71 barge at Bay Ridge Flats, if at all, it was minimal. This conclusion is also supported by the presence of light debris (soda cans, wood debris) from dredging remaining on the surface of the retained sediment within the recovered Weeks #71 barge.

Weeks #71 Measurements and Volume Calculations

Table 1: Weeks 71 Measurements 1/27/2021				
	Feet from Stern	**Water thickness**	**Sediment thickness**	**Bin Bottom from Combing**
Starboard	0	0.4	5.35	15.5
	13	0.2	5.5	15.5
	26	0	5.55	15.45
	39	0	5.55	15.5
	52	0	5.6	15.6
	65	0	5.55	15.6
	78	0	5.4	15.5
	91	0	5.4	15.5
	104	0	5.35	15.5
	117	0	5.25	15.45
	130	0	5.15	15.45
Starboard Bow	Bow-Stbd	0	5.85	15.35
Port Bow	Bow-Port	0	6.55	15.35
Port	130	0	7.3	15.55
	117	0	7.45	15.6
	104	0	7.45	15.5
	91	0	7.35	15.4
	78	0	7.45	15.5
	65	0	7.55	15.55
	52	0	7.45	15.45
	39	0.45	6.95	15.4
	26	1.2	6.3	15.4
	13	1.95	5.7	15.45
	0	2.15	5.6	15.45
Starboard Stern	Stern-Stbd	1.05	5.55	15.35
Port Stern	Stern-Port	1.7	5.55	15.35
AVERAGE		0.4	6.1	15.5

Table 2: Calculated Measurements		Units
Width[1] at top of combing	31.3	ft
Width at bottom of combing	30.00	ft
Width at center of combing	30.65	ft
Average width of sediment (stbd to port)	30.26	ft
Measurment to Top of combing	5.75	ft
Length[2]	130	ft
Average Sediment thickness	6.1	ft
Sediment Thickness[3]	6.06	ft

Table 3: Scow Volume 1/27/2021[4]	Units
24161.1	CF
894.9	**CY**

Table 4: Scow Volume 1/22/2021[4]	Units
23834.3	CF
882.8	**CY**

Notes:

1) Width = distance from starboard to port side

2) Length = distance from stern to bow

3) Measurement ratio from 1/27/2021 measurement from top of cribbing down to seam line see "Weeks 71 Photo 20210122)

4) Reference measurements collected from Scow Interior and detailed in Table 1

5) Reference photo of scow included in Tab "Weeks 71 Photo 20210122" and taken prior to transfer to mooring location at Bayside Flats

Distance from top to center of combing (ft) = 7.73

stbd = starboard

ft = feet

CF = cubic feet

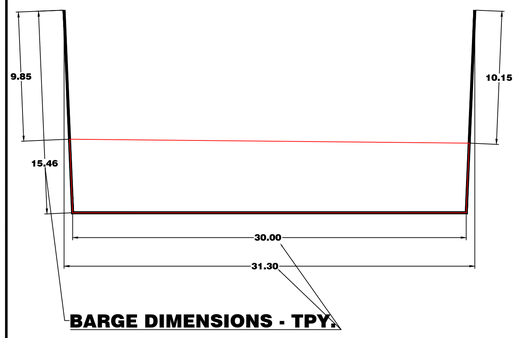
CY = cubic yard

Photograph collected on Friday, January 22, 2021 prior to the Weeks #71 barge being transported to the Bay Ridge Flats mooring location. Distance from the weld line to the top of sediment is estiamted as 3.66 ft.

Cashman Weeks #71 Volume Estimates

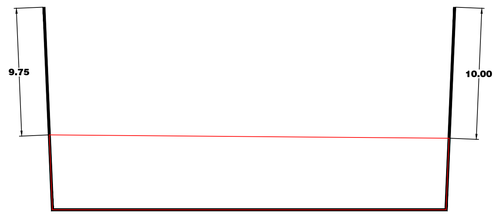
0' From Stern

Port — A = 165sf — Starboard



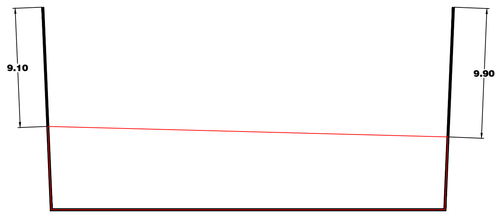
13' From Stern

Port — A = 169sf — Starboard



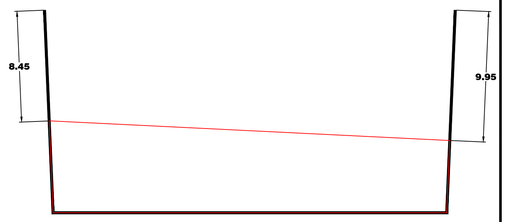
26' From Stern

Port — A =180sf — Starboard



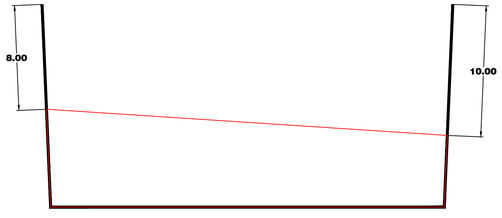
39' From Stern

Port — A = 189 sf — Starboard



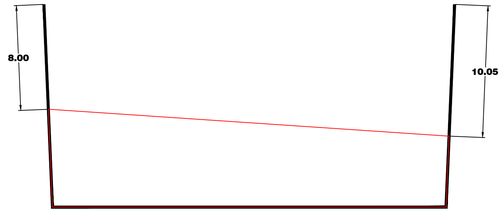
52' From Stern

Port — A = 195sf — Starboard



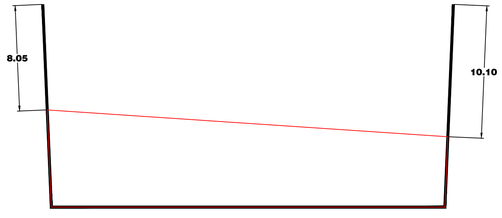
65' From Stern

Port — A = 195sf — Starboard



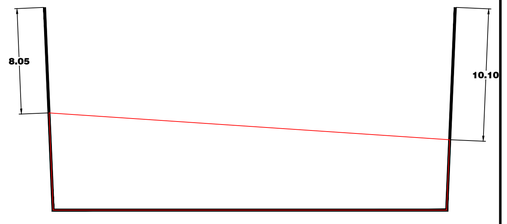
78' From Stern

Port — A = 193sf — Starboard



91' From Stern

Port — A = 193sf — Starboard



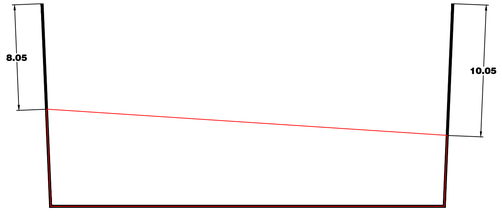
Cross Section	Area (sf)
0	165
13	169
26	180
39	189
52	195
65	195
78	193
91	193
104	194
117	190
130	187

Start	Stop	Distance Along Bin	Average End Area (sf)	Volume (CY)
0	13	13	167	80.4
13	26	13	174.5	84.0
26	39	13	184.5	88.8
39	52	13	192	92.4
52	65	13	195	93.9
65	78	13	194	93.4
78	91	13	193	92.9
91	104	13	193.5	93.2
104	117	13	192	92.4
117	130	13	188.5	90.8
				902.3
			*Adjustment	12.6
			Total CY	889.7

*The tool provided was later found to be off by 1", AAE Volume decrease by that amount

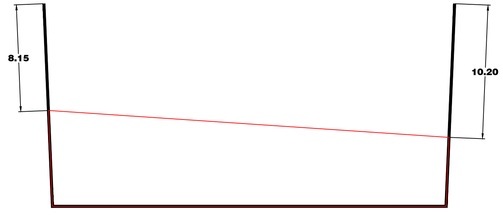
104' From Stern

Port — A = 194sf — Starboard



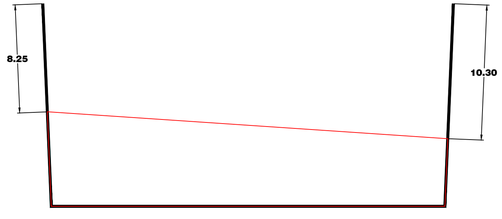
117' From Stern

Port — A = 190sf — Starboard



130' From Stern

Port — A = 187sf — Starboard



AEA Volume = 889.7cy

Before Volumes:
By Hopper Draft on 1/22 = 874cy
By Sum of Mini Draft = 890cy
By Survey = 810cy

GENERAL NOTES:

1. SCALES NOTED ARE APPLICABLE TO FULL SIZE (24"X36") DRAWINGS ONLY. SCALE REDUCED DRAWINGS ACCORDINGLY.

NO.	DATE	REVISION	BY
–	xx/xx/xx	--	xx

CASHMAN DREDGING

Drawing Title:

H-021-B
WEEKS-71

HOPPER VOLUME

AVERAGE END AREA CALCULATIONS

GOWANUS CANAL
BROOKLYN, NY

Date: 1/27/21 | Scale: N/A
Drawn By: PM | Chk'd By: CS
Project: GOWANUS CANAL RTA–1
Sheet Number: 1 of 1

Dwg No.: **A-017**

Draft and Ullage Table for Weeks #71 Barge

Displacement Table
Sanitation Barge 150' x 37' x 12'-9"
Deck @ 12'-9" above bottom @ midships

Draft		Freeboard				Draft		Freeboard		
Inches	Decimal FT	Decimal FT	Displ. (tons)	Load (tons)		Inches	Decimal FT	Decimal Ft	Displ. (tons)	Load (tons)
1'-0"	1.000	11.00	139.0	0.0		6'-1"	6.083	5.92	1001.0	386.0
1'-1"	1.083	10.92	153.0	0.0		6'-2"	6.166	5.83	1015.0	400.0
1'-2"	1.167	10.83	167.0	0.0		6'-3"	6.250	5.75	1030.0	415.0
1'-3"	1.250	10.75	181.0	0.0		6'-4"	6.333	5.67	1044.0	429.0
1'-4"	1.333	10.67	195.0	0.0		6'-5"	6.416	5.58	1058.0	443.0
1'-5"	1.417	10.58	209.0	0.0		6'-6"	6.500	5.50	1072.0	457.0
1'-6"	1.500	10.50	223.0	0.0		6'-7"	6.583	5.42	1087.0	472.0
1'-7"	1.583	10.42	237.0	0.0		6'-8"	6.666	5.33	1101.0	486.0
1'-8"	1.667	10.33	251.0	0.0		6'-9"	6.750	5.25	1115.0	500.0
1'-9"	1.750	10.25	265.0	0.0		6'-10"	6.833	5.17	1130.0	515.0
1'-10"	1.833	10.17	279.0	0.0		6'-11"	6.916	5.08	1144.0	529.0
1'-11"	1.917	10.08	293.0	0.0		7'-0"	7.000	5.00	1158.0	543.0
2'-0"	2.000	10.00	307.0	0.0		7'-1"	7.083	4.92	1173.0	558.0
2'-1"	2.083	9.92	321.0	0.0		7'-2"	7.166	4.83	1187.0	572.0
2'-2"	2.167	9.83	335.0	0.0		7'-3"	7.250	4.75	1201.0	586.0
2'-3"	2.250	9.75	349.0	0.0		7'-4"	7.333	4.67	1215.0	600.0
2'-4"	2.333	9.67	363.0	0.0		7'-5"	7.416	4.58	1230.0	615.0
2'-5"	2.417	9.58	377.0	0.0		7'-6"	7.500	4.50	1244.0	629.0
2'-6"	2.500	9.50	391.0	0.0		7'-7"	7.583	4.42	1258.0	643.0
2'-7"	2.583	9.42	405.0	0.0		7'-8"	7.666	4.33	1273.0	658.0
2'-8"	2.667	9.33	419.0	0.0		7'-9"	7.750	4.25	1287.0	672.0
2'-9"	2.750	9.25	433.0	0.0		7'-10"	7.833	4.17	1301.0	686.0
2'-10"	2.833	9.17	447.0	0.0		7'-11"	7.916	4.08	1315.0	700.0
2'-11"	2.917	9.08	461.0	0.0		8'-0"	8.000	4.00	1330.0	715.0
3'-0"	3.000	9.00	475.0	0.0		8'-1"	8.083	3.92	1344.0	729.0
3'-1"	3.083	8.92	489.0	0.0		8'-2"	8.166	3.83	1358.0	743.0
3'-2"	3.167	8.83	503.0	0.0		8'-3"	8.250	3.75	1373.0	758.0
3'-3"	3.250	8.75	517.0	0.0		8'-4"	8.333	3.67	1387.0	772.0
3'-4"	3.333	8.67	531.0	0.0		8'-5"	8.416	3.58	1401.0	786.0
3'-5"	3.417	8.58	545.0	0.0		8'-6"	8.500	3.50	1415.0	800.0
3'-6"	3.500	8.50	559.0	0.0		8'-7"	8.583	3.42	1430.0	815.0
3'-7"	3.583	8.42	573.0	0.0		8'-8"	8.666	3.33	1444.0	829.0
3'-8"	3.667	8.33	587.0	0.0		8'-9"	8.750	3.25	1458.0	843.0
3'-9"	3.750	8.25	601.0	0.0		8'-10"	8.833	3.17	1473.0	858.0
3'-10"	3.833	8.17	615.0	0.0		8'-11"	8.916	3.08	1487.0	872.0
3'-11"	3.917	8.08	629.0	14.0		9'-0"	9.000	3.00	1501.0	886.0
4'-0"	4.000	8.00	644.0	29.0		9'-1"	9.083	2.92	1516.0	901.0
4'-1"	4.083	7.92	658.0	43.0		9'-2"	9.166	2.83	1530.0	915.0
4'-2"	4.167	7.83	672.0	57.0		9'-3"	9.250	2.75	1544.0	929.0
4'-3"	4.250	7.75	687.0	72.0		9'-4"	9.333	2.67	1558.0	943.0
4'-4"	4.333	7.67	701.0	86.0		9'-5"	9.416	2.58	1573.0	958.0
4'-5"	4.417	7.58	715.0	100.0		9'-6"	9.500	2.50	1587.0	972.0
4'-6"	4.500	7.50	730.0	115.0		9'-7"	9.583	2.42	1601.0	986.0
4'-7"	4.583	7.42	744.0	129.0		9'-8"	9.666	2.33	1616.0	1001.0
4'-8"	4.667	7.33	758.0	143.0		9'-9"	9.750	2.25	1630.0	1015.0
4'-9"	4.750	7.25	772.0	157.0		9'-10"	9.833	2.17	1644.0	1029.0
4'-10"	4.833	7.17	787.0	172.0		9'-11"	9.916	2.08	1658.0	1043.0
4'-11"	4.917	7.08	801.0	186.0		10'-0"	10.000	2.00	1673.0	1058.0
5'-0"	5.000	7.00	815.0	200.0		10'-1"	10.083	1.92	1687.0	1072.0
5'-1"	5.083	6.92	830.0	215.0		10'-2"	10.166	1.83	1701.0	1086.0
5'-2"	5.167	6.83	844.0	229.0		10'-3"	10.250	1.75	1716.0	1101.0
5'-3"	5.250	6.75	858.0	243.0		10'-4"	10.333	1.67	1730.0	1115.0
5'-4"	5.333	6.67	872.0	257.0		10'-5"	10.416	1.58	1745.0	1130.0
5'-5"	5.417	6.58	887.0	272.0		10'-6"	10.500	1.50	1760.0	1145.0
5'-6"	5.500	6.50	901.0	286.0		10'-7"	10.583	1.42	1774.0	1159.0
5'-7"	5.583	6.42	915.0	300.0		10'-8"	10.666	1.33	1789.0	1174.0
5'-8"	5.667	6.33	930.0	315.0		10'-9"	10.750	1.25	1804.0	1189.0
5'-9"	5.750	6.25	944.0	329.0		10'-10"	10.833	1.17	1818.0	1203.0
5'-10"	5.833	6.17	958.0	343.0		10'-11"	10.916	1.08	1833.0	1218.0
5'-11"	5.917	6.08	972.0	357.0		11'-0"	11.000	1.00	1848.0	1233.0
6'-0"	6.000	6.00	987.0	372.0						

Drafts are in decimal feet and inches
Subtract draft inches from 10' for inches in freeboard Displacements are in short tons (2000 #)
Salt Water Values

Attachment E

National Response Center Spill Report

NATIONAL RESPONSE CENTER 1-800-424-8802
GOVERNMENT USE ONLYGOVERNMENT USE ONLY***
Information released to a third party shall comply with any
applicable federal and/or state Freedom of Information and Privacy Laws

Incident Report # 1296663

INCIDENT DESCRIPTION
**** THIS IS A POTENTIAL RELEASE ****
*Report taken by NRC on 25-JAN-21 at 11:49 ET.
Incident Type: VESSEL
Incident Cause: VESSEL SINKING
Affected Area: GOWANUS BAY
Incident was discovered on 25-JAN-21 at 08:30 local incident time.
Affected Medium: WATER / GOWANUS BAY

REPORTING PARTY
Name: CHRIS SHEEDY
Organization: CASHMAN DREDGING AND MARINE
Address: 549 SOUTH ST
QUINCY, MA
Email Address:
CASHMAN DREDGING AND MARINE reported for the responsible party.
PRIMARY Phone: (781)4137508
Type of Organization: PRIVATE ENTERPRISE

SUSPECTED RESPONSIBLE PARTY
Name: CHRIS SHEEDY
Organization: CASHMAN DREDGING AND MARINE
Address: 549 SOUTH ST
QUINCY, MA
PRIMARY Phone: (781)4137508
Type of Organization: PRIVATE ENTERPRISE

INCIDENT LOCATION
403957.516N County: KINGS(BROOKLYN)
0740140.652W
City: BROOKLYN State: NY
GOWANUS BAY

POTENTIALLY RELEASED MATERIAL(S)
CHRIS Code: NCC Official Material Name: NO CHRIS CODE
Also Known As: CONTAMINATED DREDGING SOIL
Qty Released: 850 TON(S) Qty in Water: 850 TON(S)

DESCRIPTION OF INCIDENT

CALLER IS REPORTING THE POTENTIAL RELEASE OF 850 TONS OF CONTAMINATED DREDGING SOIL FROM A SUNKEN BARGE. THE BARGE IS NOT SUBMERGED BUT IS RESTING ON THE BAY FLOOR.

SENSITIVE INFORMATION

INCIDENT DETAILS

Platform Rig Name:
Platform Letter:
Location Area ID:
Location Block ID:
OCSG Number:
OCSP Number:
State Lease Number:
Pier Dock Number:
Berth Slip Number:
---WATER INFORMATION---
Body of Water: GOWANUS BAY
Tributary of:
Nearest River Mile Marker:
Water Supply Contaminated: UNKNOWN
---VESSEL INFORMATION---
Name: WEEKS 71 Number: Aground: YES
Flag:
Length: Breadth: Draught:
Type: BARGE
Hull Construction:
Fuel Capacity:
Fuel on Board:
Cargo Capacity: 1250 TON(S)
Cargo on Board: 850 TON(S)

IMPACT

Fire Involved: NO Fire Extinguished: UNKNOWN

INJURIES: NO Sent to Hospital: Empl/Crew: Passenger:
FATALITIES: NO Empl/Crew: Passenger: Occupant:
EVACUATIONS:NO Who Evacuated: Radius/Area:
Damages: NO

Closure Type	Description of Closure	Hours Closed	Direction of Closure
Air:	NO		
Road:	NO	Major Artery:NO	
Waterway:	NO		
Track:	NO		

Passengers Transferred: NO
Environmental Impact: UNKNOWN
Media Interest: UNKNOWN

REMEDIAL ACTIONS

RECOVERY OPERATIONS ARE UNDERWAY
Release Secured: UNKNOWN
Release Rate:
Estimated Release Duration:

WEATHER

ADDITIONAL AGENCIES NOTIFIED

Federal: EPA, USCG
State/Local:
State/Local On Scene:
State Agency Number:

NOTIFICATIONS BY NRC

BRADLEY INTNL AIRPORT TSA/DHS (BIA TSA/DHS SECURITY)
25-JAN-21 12:02 (860)8044967
CENTERS FOR DISEASE CONTROL (GRASP)
25-JAN-21 12:02 (770)4887100
VESSEL RESPONSE PLAN PROGRAM (CG-3PCV-1)
25-JAN-21 12:02 (202)3721229
USCG DESK AT DHS NOC (USCG LNO)
25-JAN-21 12:02 (202)2828114
CG INVESTIGATIVE SERVICE HQ (WFO)
25-JAN-21 12:02 (571)2285414

DEPT OF HEALTH AND HUMAN SERVICES (SECRETARY OPERATION CENTER (SOC))
25-JAN-21 12:02
DHS INFRSTR SECURITY COMPLIANCE DIV (REGION 2)
25-JAN-21 12:02 (202)4655909
NATIONAL OPERATIONS CENTER (NOC) (OPERATIONS COORDINATION DIVISION)
25-JAN-21 12:02 (202)2828101
DOT CRISIS MANAGEMENT CENTER (MAIN OFFICE)
25-JAN-21 12:02 (202)3661863
U.S. EPA II (MAIN OFFICE)
25-JAN-21 12:09 (732)3214370 CHONG
FEMA REGION 2 (MAIN OFFICE)
25-JAN-21 12:02 (877)5689043
USCG NATIONAL COMMAND CENTER (MAIN OFFICE)
25-JAN-21 12:02 (202)3722100
NATIONAL INFRASTRUCTURE COORD CTR (MAIN OFFICE)
25-JAN-21 12:02 (202)2829201
NJ OFC HMLND SECURITY & PREPAREDNES (COMMAND CENTER)
25-JAN-21 12:02 (609)9636817
NJ STATE POLICE (MARINE SERVICES BUREAU)
25-JAN-21 12:02 (609)9636900
NOAA RPTS FOR NY (MAIN OFFICE)
25-JAN-21 12:02 (206)5264911
NY STATE DEC SPILL HOTLINE (MAIN OFFICE)
25-JAN-21 12:02 (518)4577362
SECTOR NEW YORK (COMMAND CENTER)
25-JAN-21 12:07 (718)3544356 CAFISO
TSA OFFICE OF SECURITY OPERATIONS (ALBANY COMPLIANCE OFFICE)
25-JAN-21 12:02 (518)4528938
USCG DISTRICT 1 (COMMAND CENTER)
25-JAN-21 12:02 (617)2238555

ADDITIONAL INFORMATION

*** END INCIDENT REPORT #1296663 ***
Report any problems by calling 1-800-424-8802
PLEASE VISIT OUR WEB SITE AT
https://nam02.safelinks.protection.outlook.com/?url=http%3A%2F%2Fnrc.uscg.mil%2F&data=04%7C01%7CDHimmelheber%40Geosyntec.com%7Cf16826ae0d044506ee2d08d8c1595365%7C7125495671b047f48977c4c17bc205cb%7C0%7C0%7C637471936695921817%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzIiLCJBTiI6Ik1haWwiLCJXVCI6Mn0%3D%7C1000&sdata=Bv74LbIMQF2wVTzcd%2BIyLYV0oTfB9iQ2QANNEvgrgp8%3D&reserved=0

NYSDEC SPILL REPORT FORM

DEC REGION: 2 **SPILL NUMBER:** 2009033

SPILL NAME: BROOKLYN **DEC LEAD:** HSSEKHON

CALLER NAME: CHRIS SHEDDY **NOTIFIER'S NAME:** HARMANDEEP SEKHON

CLR'S AGENCY: CASHMAN DREDGING & MARINE **NOTIFIER'S AGENCY:** NYSDEC

CALLER'S PHONE: (781) 413-7508 **NOTIFIER'S PHONE:** (718) 482-4977

SPILL DATE: 01/25/2021 **SPILL TIME:** 12:03 pm **DISPATCHER:**

CALL RECEIVED DATE: 01/25/2021 **RECEIVED TIME:** 12:03 pm

SPILL LOCATION

PLACE: BROOKLYN **COUNTY:** Kings

STREET: IN WATER **TOWN/CITY:** New York City

COMMUNITY: BROOKLYN

CONTACT: CHRIS SHEDDY **CONTACT PHONE:** (781) 413-7508

CONT. FACTOR: Equipment Failure **SPILL REPORTED BY:** Responsible Party

FACILITY TYPE: Unknown **WATERBODY:**

CALLER REMARKS:

Potential release of 850 tons of contaminated dredging soil from a sunken barge. The barge is not submerged but is resting on the bay floor.

MATERIAL	CLASS	SPILLED	RECOVERED	RESOURCES AFFECTED

POTENTIAL SPILLERS

COMPANY	ADDRESS	CONTACT

Tank No.	Tank Size	Material	Cause	Source	Test Method	Leak Rate	Gross Failure

DEC REMARKS:

1/27/21 - Sekhon

ON 1/25, DEC got notification from NRC (1296663) that caller reported a sunken barge in the middle of water and potential release of 850 tons of dredged soil.

RP's office visited (249 Hungtington Street, Brooklyn, NY) and met Chris Sheddy & he arranged a survey boat for ride to the sunken barge. During time of inspection, work crew was pumping water out from the barge with 6" diameter pumps. Approximately an average of 3' of water was pumped out of the hopper and the bow continued to rise, however the stern section did not leave the bottom, eventually the high tide overwhelmed the barge and began to refill the hopper. The barge currently sits in the same location surrounded by a containment and absorbent boom and a tugboat standing by on location. No sheen/odors observed anywhere near the barge.

NYSDEC SPILL REPORT FORM

DEC REGION: 2 **SPILL NUMBER:** 2009033

SPILL NAME: BROOKLYN **DEC LEAD:** HSSEKHON

events for 1/26/21 - Sekhon

email from RP - CSheedy@jaycashman.com

Hello Mr. Sekhon. We began pumping the hopper this morning at approximately 10:45 and have been able to raise the barge out of the water so it is floating on all sides. The barge still has a list due to the amount of water in one side of the holds but there is no risk of sediment material escaping the barge. We are still a number of hours from completing the barge rescue but it is looking much better. Our plan is to return the barge to the Project Staging Site inside the Gowanus Canal to further dewater the barge and potentially to shift the sediment material within the barge to allow the barge to sit more evenly.
Thank you,

Christopher Sheedy
Vice President Construction
Cashman Dredging and Marine Contracting Co., LLC
Office: 617-890-0600
Cell: 781-413-7508

email (8:04PM) - finally the barge has been delivered to the project staging site and is secured.

PIN **T & A** **COST CENTER**

CLASS: **CLOSE DATE:** **MEETS STANDARDS:** False