

ANNA M. ROTH, RN, MS, MPH
HEALTH SERVICES DIRECTOR

RANDALL L. SAWYER
DEPUTY HEALTH DIRECTOR

MATTHEW S. KAUFMANN
DIRECTOR OF HAZARDOUS MATERIALS PROGRAMS



CONTRA COSTA HAZARDOUS MATERIALS PROGRAMS

4585 Pacheco Boulevard, Suite 100
Martinez, California 94553

Ph (925) 655-3200
Fax (925) 646-2073

ccchazmat@cchealth.org
www.cchealth.org/hazmat/

COMPLAINT, INCIDENT, AND NOTIFICATION REPORT FORM

Type (Circle One): C I N

CASE NUMBER: 210628 - 01

Received Date: 06/28/21 Received Time: 9:28 AM Received By: LF Lead: LF

Incident Date: 6/28/21 Incident Time: 8:30 AM Assigned to: Assigned Date:

COMPLAINANT / REPORTING PARTY:

Name: DEVRA LEWIS RP is from Facility Anonymous

Organization: CCHSHMP Cal OES # (if applicable) 21-3450

Primary Phone Number: 925-655-3200 Secondary Phone Number:

Email:

Address:

City: State: Zip Code:

FACILITY / LOCATION OF INCIDENT:

Name: DISCOVERY BAY MARINA CUPA Facility I.D.: 742390

Phone Number:

Address: 5901 MARINA RD Unit:

City: DISCOVERY BAY State: CA Zip Code: 94514

Location Description:

INITIAL INCIDENT DESCRIPTION:

A fuel line at a marina fueling station failed resulting in 10 gallons of gasoline spill to the marina's waterway. Personnel shut off the pump, stopping the release. Booms were deployed around the sheen and a cleanup is in progress. No fires or injuries were reported. On-site personnel discovered two oiled birds in the vicinity of the release. Agency notifications are in progress.

INCIDENT TYPE / DESCRIPTION:

Community Warning System Level (Circle Highest Level): N/A 0 1 2 3

FACILITY	ISO / MCAR	TRANSPORTATION	MISCELLANEOUS
<input type="checkbox"/> Fire or Explosion	<input type="checkbox"/> Fatality (one or more)	<input type="checkbox"/> Tank Truck	<input type="checkbox"/> Storm Drain/Creek
<input checked="" type="checkbox"/> Spill or Release	<input type="checkbox"/> > 24 hrs. Hospital, 3 or more people	<input type="checkbox"/> Railroad	<input type="checkbox"/> Drug Lab
<input type="checkbox"/> Startup or Shutdown	<input type="checkbox"/> Flammable Vapor Cloud > 5,000 lbs.	<input type="checkbox"/> On Water	<input type="checkbox"/> Disposal/Abandonment
<input type="checkbox"/> Flaring		<input type="checkbox"/> Pipeline	<input type="checkbox"/> Odor Complaint
<input type="checkbox"/> Upset		<input type="checkbox"/> Fuel Tank	<input type="checkbox"/> Other:

Time Enroute to Scene: Time Arrived On Scene: 08:20 Time Departed From Scene: 15:30

REFERRED TO OTHER AGENCY:



DTSC STATE FUNDING (if applicable): CLU/ERER Number:	STORMWATER STATUS (if applicable): <input checked="" type="checkbox"/> Actual Discharge <input type="checkbox"/> Potential Discharge
--	--

AGENCIES ON SCENE OR NOTIFIED:

<u>Agency Type</u>	<u>Agency</u>	<u>O/N</u>	<u>Contact Person</u>	<u>Phone Number</u>	<u>Case Number</u>
Fire Department	East Contra Costa FPD	O	BC Guerro		
Law Enforcement					
Air District					
State OES					
OSPR			Warden Jacobsen		

REPORT:

08:25 - Hazardous Materials Specialist (HMS) Devra Lewis entered the office of Discovery Bay Marina (DBM) to conduct a routine Hazardous Materials Programs/CUPA inspection that was scheduled. HMS Lewis heard Harbor Master Jamal Acito on a radio say that the number is going down. Based on familiarity with the facility, HMS Lewis knew the Harbor Master was standing next to the electronic gauge panel for the aboveground petroleum storage tanks. The Harbor Master walked out of the back area and said they are trying to pump fuel and saying only a small amount is being pumped, but the volume in the tank is decreasing and he thought the expansion and contraction due to the weather was causing the problem. HMS Lewis replied that we need to check the system. The Harbor Master and HMS Lewis walked towards the tank along the levee. HMS Lewis was looking at the tank and hard piping near the tank and the Harbor Master continued on to the dispenser on the dock. As the Harbor Master was returning back towards the levee, HMS Lewis and the Harbor Master were near where there is a walkway from the levee to the floating dock. The Harbor Master said he can smell gasoline. As HMS walked to the floating dock, there was a sheen on the water around the floating dock and gasoline odor. The Harbor Master shut off the piping valves under the ramp and used his radio to have staff get the boom deployed. Within a couple of minutes, a staff person had a bag of absorbent pads and said she was told to place the pads on the water. HMS Lewis assisted with placing absorbent pads on the observed sheen. As the bag of absorbent pads was used, HMS Lewis noticed 2 geese in the water that were struggling. DBM staff got both geese out of the water and took the birds to be cleaned. HMS Lewis advised the Harbor Master that notifications needed to be made now.

08:42 HMS Lewis attempted to contact Department of Fish and Wildlife, but was not successful. The Harbor Master was actively coordinating with staff to get boom deployed and had not made notifications yet, HMS Lewis went to the DBM Office and advised the staff person in the office to begin making notifications. The staff person asked who she should notify and what information should be provided. HMS Lewis stated to start with the CalOES Spill Reporting and to report that there has been a gasoline release and 2 birds are affected. The office person seemed unclear about the notification.

08:45 HMS Lewis made the initial CalOES Spill notification that 10 gallons was released, which was based on only observing sheen at that time. HMS Lewis was advised that the CalOES Spill Report Number is 21-3450.

CONTINUE TO NEXT PAGE

Additional Required Items: Bill of Lading, Request for Invoice, and Site Safety Plan

Report Prepared by: DL

NOTES

Case Number: 210628-01

Discovery Bay Marina

Date/Time

6/28/2021 08:50	HMS Lewis returned to the floating dock. At that time, the gasoline product floating on the water was visible. The boom was not deployed at that time. Staff were continuing to place absorbent pads on the water. HMS Lewis notified CCHSHMP Incident Response Team that no response was needed at this time because the facility is deploying boom and absorbent pads
09:03	The OES Spill Notification had not been issued, so HMS Lewis contacted DFW dispatch to report the 2 impaired geese and gasoline release.
09:22	HMS Lewis called OES Spill Notification because a spill report had not been issued. The person taking the call said the report was almost done and would be issued in a few minutes.
09:28	CalOES Spill Report 21-3450 was released.
09:30	The hard boom was in the water, but not fully stretch out. HMS Lewis advised the Harbor Master to make notification to the National Response Center (NRC) and call the clean-up contractor. Shortly after this, the Harbor Master stated he reported the release to NRC and based on the tank gauge readings is estimating that 400 gallons was released. The Harbor Master said he needed to find a clean-up contractor because the company they have listed does not respond to marinas. HMS Lewis looked up the information in the facility's Spill Prevention, Control, and Countermeasure Plan, which listed Safety-Kleen. The Harbor Master said it's now Clean Harbors and they will not respond. HMS Lewis provided the Harbor Master the names of 2 clean up contractors, MSRC and Patriot.
09:50	HMS Lewis received a phone call from DFW Warden Jessica Jacobsen with Office of Spill Prevention and Response (OSPR) and advised that there was a dead fish observed and much more than 10 gallons released. Warden Jacobsen said she is assembling a team to respond. HMS Lewis was advised DBM owner was on site.
Unknown	DFW Officer Tapia called DBM. It was later confirmed that Warden Jacobsen and Officer Tapia had spoke and Warden Jacobsen would respond.
09:55	HMS Lewis updated CCHSHMP Incident Response Team that the estimated amount of the release is 400 gallons of gasoline.
10:00	Discovery Bay Chandlry was on site and provided absorbent boom to be deployed. Lisa Black of Discovery Bay Chandlry assisted with cleaning the geese while Dave Black assisted with deploying boom.
@10:10	The Harbor Master stated he also contacted East Contra Costa Fire Protection District (ECCFPD).
10:25	ECCFPD Engine 59 was on scene. HMS Lewis met with Captain Steve Carter and later with BC Gil Guerro. Later Fire Marshal Steve Aubert and BC Macumber were also on scene.
@10:30	The hard boom was moved from the west side of the dock to the north end of the dock.
10:45	Air monitoring equipment is requested from CCHSHMP Incident Response Team.
11:00	BC Guerro said ECCFPD and CCHSHMP would be unified command. ECCFPD sets up site access control.
11:35	Mike Caliguire of DFW is on scene. Warden Jacobsen is on scene later, but exact time is unknown. HMS Lewis speaks with Warden Jacobsen about dead fish observed. Harbor Master states the fuel level in the premium gasoline tank was 3,344 gallons and is now 2,938 gallons. After talking to staff, about 40 gallons was dispensed to boats, so the estimate is that 366 gallons of premium grade gasoline was released.
12:45	HMS Nick Umemoto of CCHSHMP is on scene. Air monitoring activities begin and continue until 14:30. Slight detections of volatile organic compounds (VOCs) in the breathing space at the dock, loading ramp, and walkway to dock, but all within the instrumentation range of error. Air monitoring conducted below the walkway in the space above where the release is suspected to have occurred is 140 parts per million (ppm) VOCs, which worst case exposure for benzene using a conversion factor is 77 ppm.
Unknown	U.S. Coast Guard Chief Mrzkjak and Petty Officer Jones are on scene.
13:05	Derek Smith, Emergency Response Manager from Patriot Environmental Services is on scene.
14:39	Patriot Environmental Services is on scene.
14:45	After replacing absorbent pads in the Public Works Oil Shed, HMS Umemoto departs the site
14:47	ECCFPD departs site
15:30	HMS Lewis departs site after confirming with Patriot Environmental Services the work they will conduct and notifying Warden Jacobsen and the Harbor Master.
	During available down times, HMS Lewis conducted the Hazardous Materials Business Plan, Stormwater, and Aboveground Petroleum Storage Act routine inspections.