

2016 Saxon Harbor Response

An MSU's Perspective



CDR Erin Williams, Commanding Officer



Sector Commander Authorities

Fire Chief

Police Chief

**Building
Inspector**

Mayor

**Emergency
Services**



FOSC

**Federal On
Scene
Coordinator**

FMSC

**Federal
Maritime
Security
Coordinator**

OCMI

**Officer In
Charge
Marine
Inspection**

COTP

**Captain of the
Port**

SMC

**Search &
Rescue
Mission
Coordinator**

Marine Safety Unit Duluth*

Source: Ogle (2013)

MSU's Swim Lane

- Pollution
- Facility or vessel security breaches
- Loss of life or injury beyond first aid on vessel or facility
- Damage or equipment failure to vessels – commercial or carrying passengers for hire
- Contingency Planning & Response (aka, organizing chaos)



Saxon Harbor: Pre Storm



The Timeline

Day	Events
Monday 11 July	<ul style="list-style-type: none">-7-10 inches of rain causes flash flood of Oronto Creek-Iron County dispatch receive numerous calls-STA Bayfield u/w conducting SAR
Tuesday 12 July	<ul style="list-style-type: none">-1500, MSU Duluth notified of situation
Wednesday 13 July	<ul style="list-style-type: none">-MSU Duluth on-scene after 8-hour detour-MSU digs out new Incident Command Post on scene
Thursday 14 July	<ul style="list-style-type: none">-MSU and Iron County Emergency Manager assess situation-Found 13 beached vessels & 5 potentially sunken vessels
Friday 15 July	<ul style="list-style-type: none">-Contractor started work 4 hours early-1300, Operational Period began
Saturday & beyond 16 July	<ul style="list-style-type: none">-Removed remaining known vessels



Initial Assessment: What We Knew

- STA Bayfield was on-scene for SAR
- High Community sensitivity & interest
- High media interest
- No power, water, phones, toilets, or food
- Initially reported 90 boats in marine = approx 23,000 gallons potential release
- Reality: 40 vessels & 2 vehicles unaccounted for
- Chaotic response organization... safety concerns, no leadership



MSU's Priorities

Textbook

- Establish Unified Command
- Assess the situation
- Assess site safety



Reality

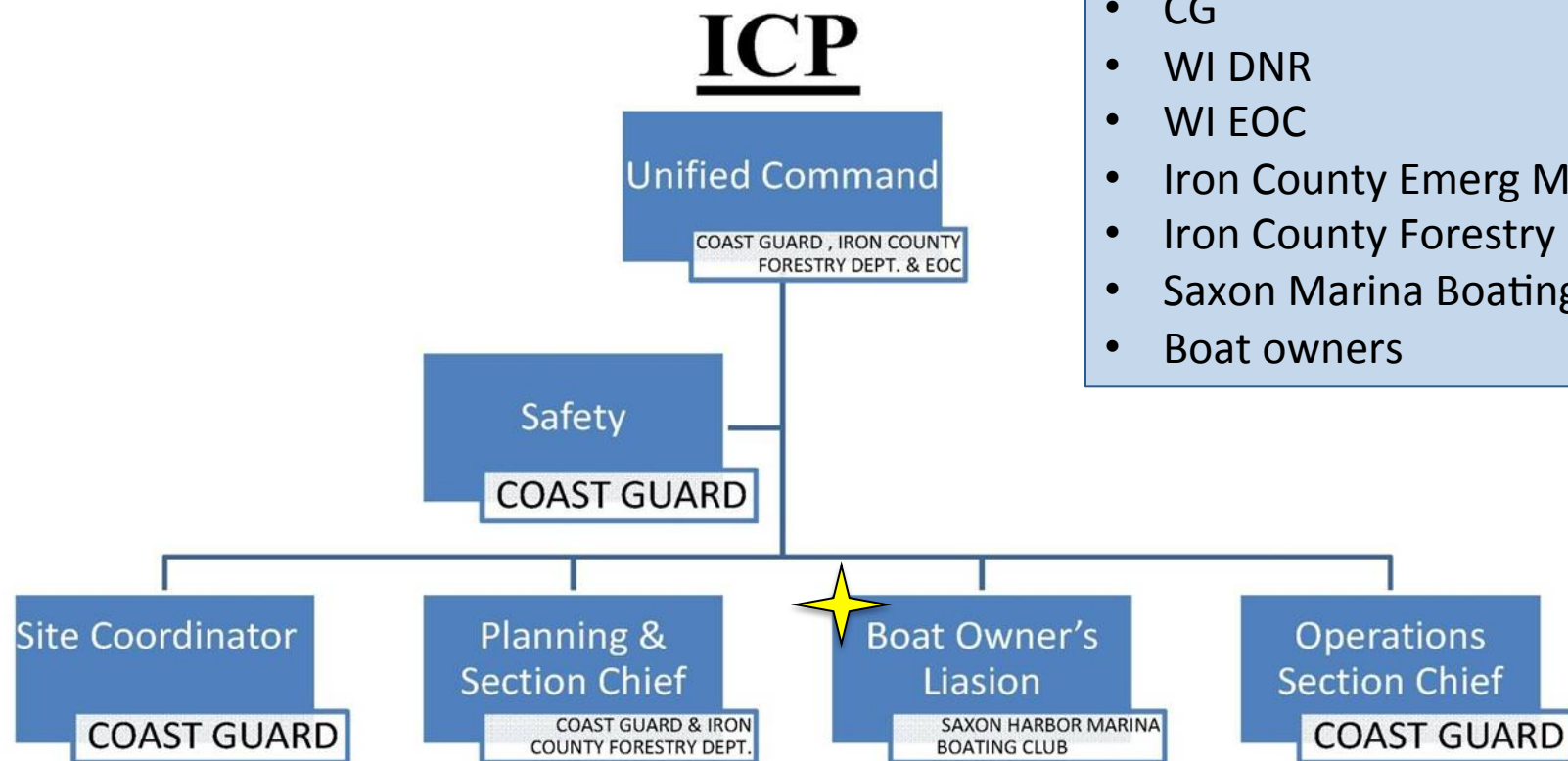
- No Unified Command
- No organization
- No cell service; only phone at bar
- Hotel 45 minutes away
- Food 1 hour away
- ICP was empty & far from scene w/no means of comms on scene
- Boat owners wandering in dangerous areas of response area
- Many locals were under the influence

First 24-hours

- ID stakeholders & establish ICP on scene
- Open the OSLTF & CERCLA
- Develop Incident Action Plan, Site Safety, Pollution Mitigation Plans
 - Get a handle of site safety (hired EMS)
 - Get control of spectators (hired police)
 - Hire contractor for pollution mitigation
 - Focus on marina & remove lower risk vessels
 - Establish ICP on scene
 - Establish comms – internal and external
 - Develop media plan

The Incident Command Post





Key Stakeholders:

- CG
- WI DNR
- WI EOC
- Iron County Emerg Manager
- Iron County Forestry Dept
- Saxon Marina Boating Club
- Boat owners

- Est. @ marina pavilion
- Check-In @ pavilion
- Review & sign site-safety plan
- Comms:
 - 01 Landline
 - SAT phone (disabled @ moment)
 - Wifi (UP AND RUNNING YAY!)
 - Radios

Saxon Harbor Flood Response

Restaurant & Bar

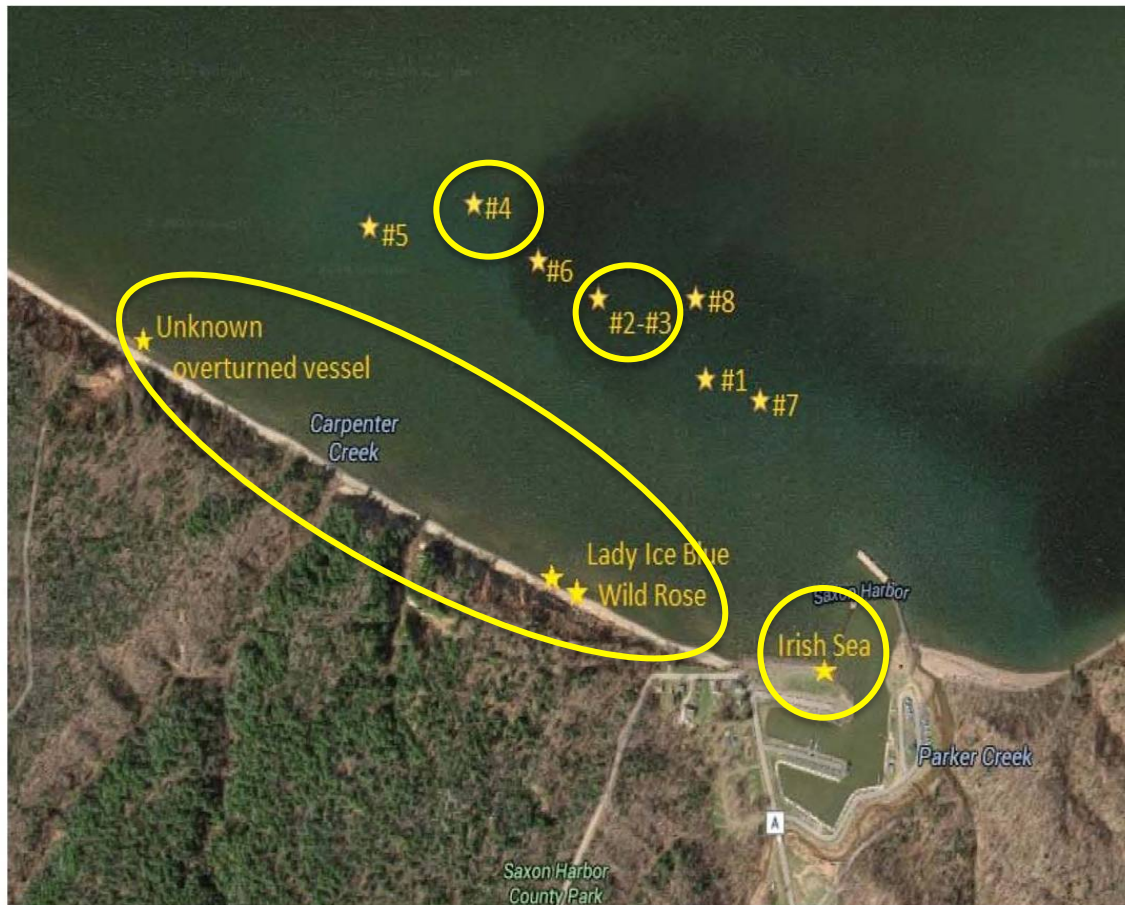


Only access road





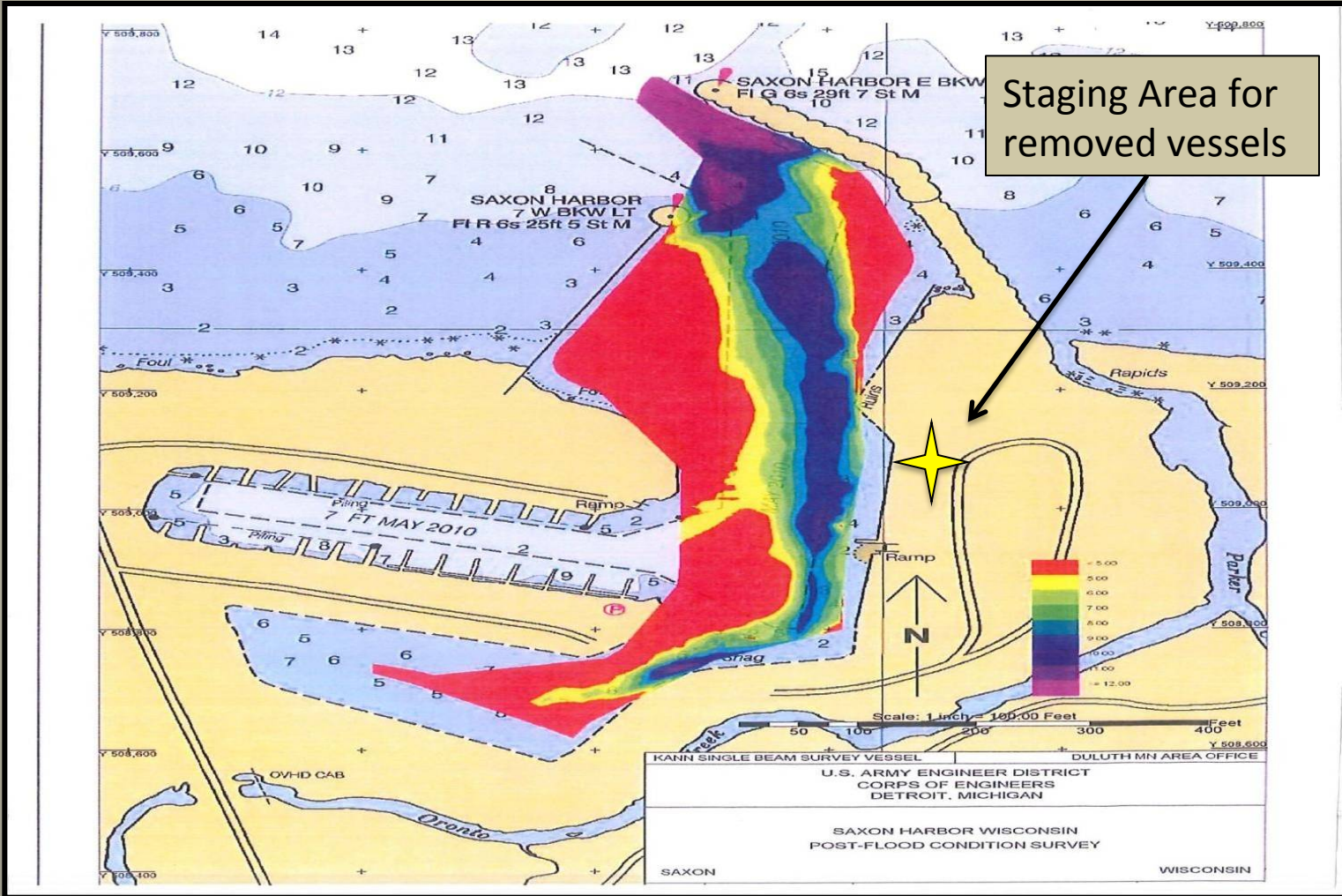
What are the benefits of a UC?



- #1. 46°33.936N 090°26.487W
Depth: 17.4'
- #2. 46°33.961N 090°26.476W
Depth: 18.8'
- #3. 46°33.960N 090°26.742W
Depth: 18.9'
- #4. 46°33.960N 090°26.742W
Depth: 20.9'
-Bow is above water.
- #5. 46°34.039N 090°26.891W
Depth: 17.4'
- #6. 46°34.016N 090°26.663W
Depth: 19.6'
- #7. 46°33.921N 090°26.408W
Depth: 16.5'
- #8. 46°33.990N 090°26.484W
Depth: 20.4'

- WI DNR used side-scan sonar to locate objects in water.
- Allowed UC to prioritize removal of pollution threats (beached vsls & #4)

What are the benefits of a UC?



- Army Corps of Engineers sounded the channel into the harbor
- Facilitated safe transit of recovered vessels to staging area

Unified Command Objectives for 1st Operational Period (Friday at 1300)

1. Implement Site Safety Plan
2. Locate unaccounted for vessels & vehicles
3. Commence pollution mitigation (i.e., remove vessels in priority order) starting w/IRISH SEA
4. Maintain positive relationships w/
government agencies & stakeholders

But... Friday morning



Right idea, but executed 3 hours early w/out oversight

Pollution Mitigation Stats

- Irish Sea
- Ty-Breaker
- Lady Ice Blue
- 31' Chris Craft
- AJ Retired
- Talisman
- Wild Rose
- Bear Necessities

→ 1316 gallons
→ Several other vessels
removed from harbor



Lessons Learned & Observations

- Good coordination between Local/State/Federal reps (WI DNR, ACoE, etc.)
- Limited pollution response contractors w/crane capabilities on Lake Superior
- Gap in notification between Sector and MSU
- Including local boat owner's rep key to success
- Need to improve comms w/Tribal reps
- Place CG rep on barge (1 mishap w/diver, needed to clarify FOSC expectations)
- No rush unless you see active pollution (T&T)

Questions?

