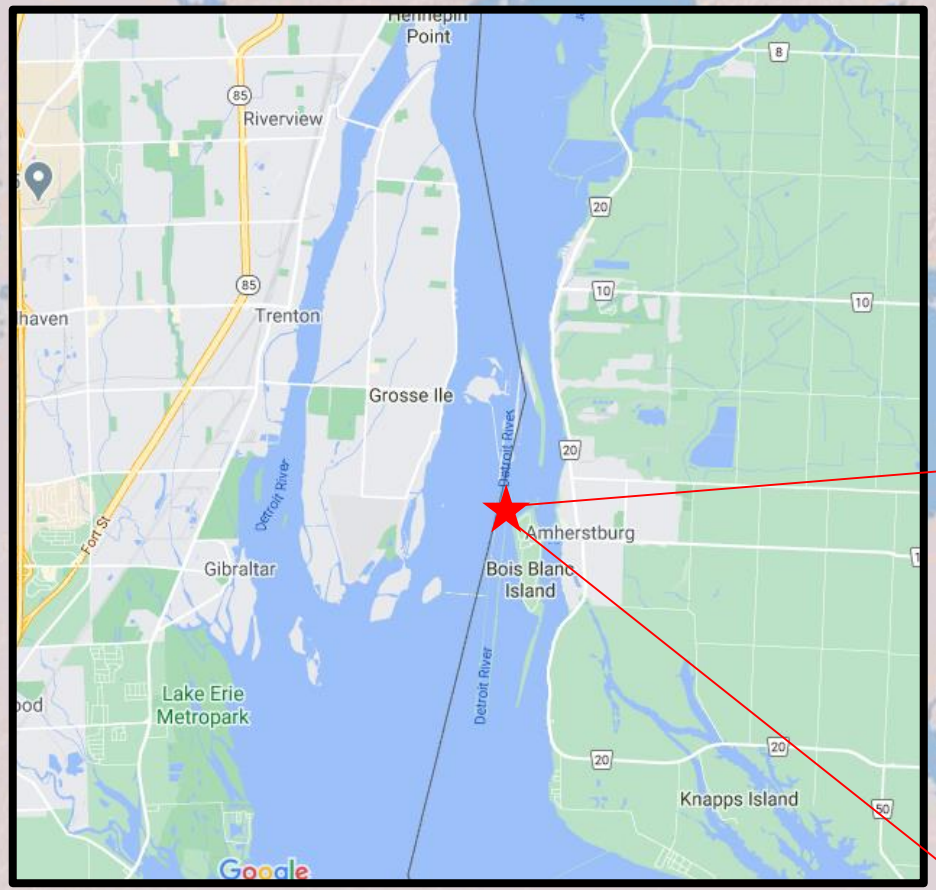
M/V HARVEST SPIRIT GROUNDING
Detroit River
December 2, 2020

Sector Detroit
CDR Stacey Crecy
Regional Response Team Meeting
April 15, 2021

SECTOR DETROIT - M/V HARVEST SPIRIT GROUNDING IN DETROIT RIVER



<u>Incident Details</u>:

- **02 DEC 2020 at 0640 EST, Sector Detroit received a report from Sarnia Traffic that the Canadian flagged 500' M/V HARVEST SPIRIT was hard aground, on the bow, in the Livingstone Channel (Detroit River).**
- **The vessel experienced a lube oil pump failure and dropped anchor, spun in the channel, with the bow in US waters and the stern in CAN waters.**
- **Cargo – 10K metric tons of furnace coke, with approx. 47K gal of diesel fuel onboard.**

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ACTIONS TAKEN:

- **Air Station Detroit MH-65 conducted overflight.**
- **Station Belle Isle 45' RB-M arrived on-scene and reported no pollution.**
- **Canadian 47' MLB CAPE DUNDAS arrived on-scene.**
- **Safety zone established around M/V HARVEST SPIRIT.**
- **CANUSLAK initiated. Canadian Coast Guard (CCG) took the lead and coordinated with Sector Detroit and Transport Canada (TC).**
- **Virtual command post established at Sector Detroit (during COVID).**
- **International Coordination Officer (ICO) roles established.**
- **NOAA SSC coordinated with Canada on trajectories in the event of a discharge and with Environment Canada and Canadian Wildlife Services for resources at risk.**
- **Vessel submitted Salvage Plan; reviewed by USCG (Sector Detroit, SERT), Canadian CG, and TC.**
- **Tugs were able to refloat M/V HARVEST SPIRIT on 03 Dec 20.**
- **US ACOE surveyed parts of both the Livingstone and Amherstburg Channels and found as satisfactory. Both Channels were opened to normal traffic on 04 Dec 20.**
- **The M/V HARVEST SPIRIT was cleared to depart anchorage by RINA and proceed to Hamilton, ON. RINA conducted inspection upon arrival at NPOC.**

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UAS Support:

- **Mobilization of UAS equipment and operator from D9 was quick and efficient.**
- **UAS support provided improved situational awareness to all US and CAN agencies.**
- **Received approval from TC to fly above Canadian Waters.**
- **UAS was key resource to confirm no pollution as a result of the incident and allowed decision makers to view vessel and tug configuration's prior to the execution of the salvage plan.**
- **For future: Real time footage will create better situational awareness and allow for more precise response based on on-scene conditions.**

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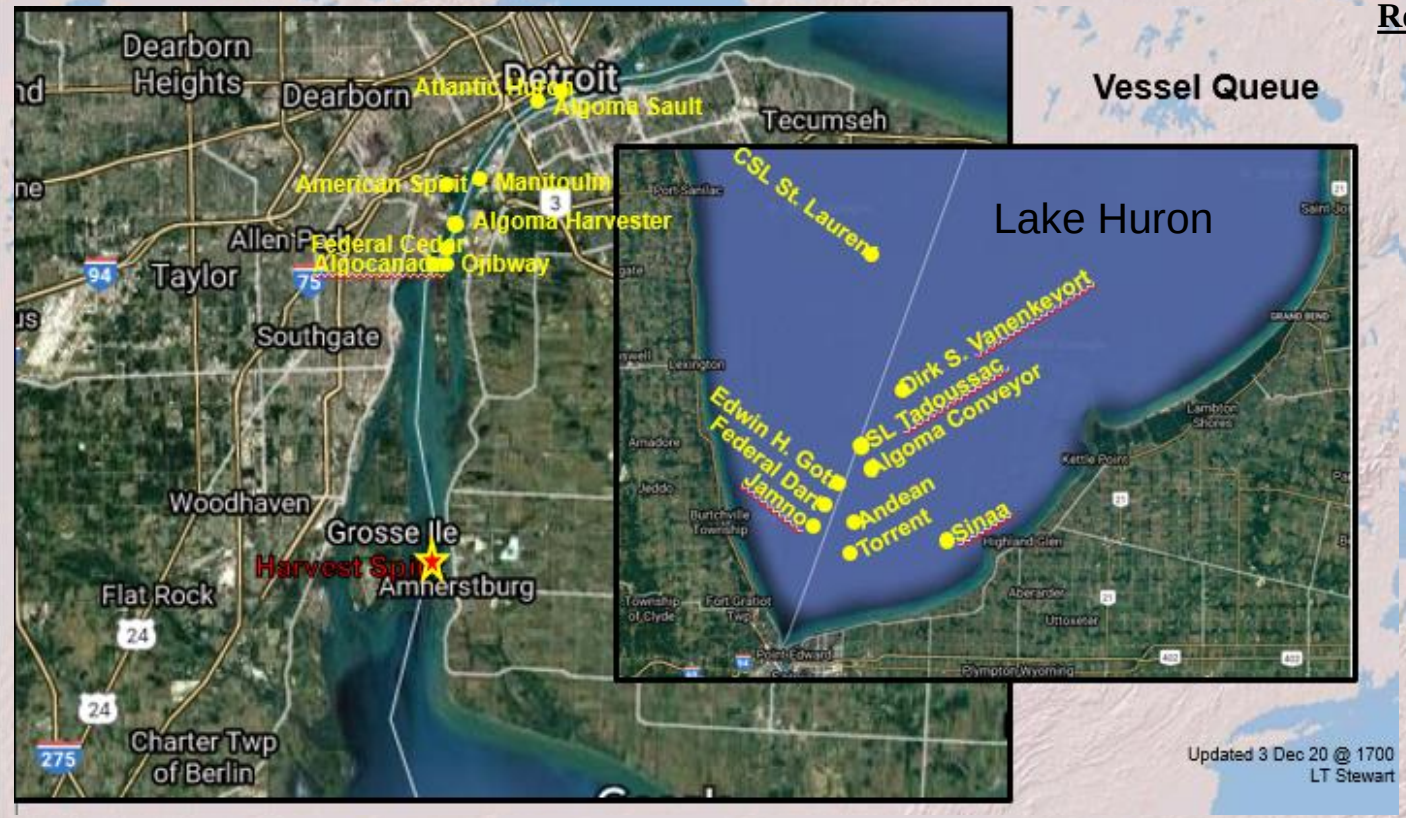

Maritime Transportation System Recovery Unit (MTSRU):

- **Sector Detroit MTSRU liaised between MCTS Sarnia, USACE and industry partners.**
- **Developed alternate traffic pattern utilizing the Amherstburg Channel to minimize impacts to industry.**
- **Coordinated information release via twice/day meetings with industry and OGAs.**
- **Developed and maintained vessel traffic queue of 18+ vessels.**
- **Coordinated USACE surveys of Amherstburg and Livingstone Channels.**
- **Coordinated and developed plan to re-open channel.**

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AAR Objectives completed:

1) **Establish a Marine Transportation System Recovery Unit (MTSRU) within the Planning Section of the Incident Command System (ICS) structure.**
2) **Identify resources, stakeholders, potential incident impacts, and courses of action for the recovery of the MTS, including additional support to the impacted area.**
3) **Prioritize MTS Recovery operations by identifying critical ATON, infrastructure, and waterways prior to an event.**
4) **Identify and prioritize cargo streams, maritime Critical Infrastructure/Key Resources (CVKR), and methods to aid in their recovery.**
5) **Demonstrate the ability to assemble a response organization that can develop, coordinate or direct operations related to the implementation of action plans.**
6) **International Coordinating Officer: Ensure seamless international cooperation between the United States and Canada during an all-hazard response.**
7) **Communications: Demonstrate the ability to establish an effective communications system/process for the response organization.**

Lessons Learned/Best Practices

1) **Excellent use of the MSTRU process, but there is still a need for increased regional knowledge of the formalized MTSRU process as detailed within the Marine Transportation System Recovery Plan - Note: Intend to provide local training on Recovery Process to improve local response posture.**
2) **The twice daily meeting with industry during the response to ensure they were informed and had questions answered.**
3) **The D9 Unmanned aircraft system (UAS) was the ideal method of getting overhead footage of the incident - Note: UAS platforms are potential Port Security Grant project suggestions as well as an opportunity for agency involvement in local responses.**