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

Incident Details:

- 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.
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.
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.
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.