## EQUIPMENT DECONTAMINATION PLAN

Project Name:	: Spill
Project Date:	
FOSC	
SOSC	
RP	

CONTENTS:	
Purpose	
Site Specifics	
Concept Overview	
Certificate Of Decontamination	
Methodology	
T/V	
Vessels	
Confined Space	
Containment Boom And Portable Equipment	
Equipment Priority	
Cleaning Process	
Organizational Chart	
Site Layout	

## PURPOSE

This plan serves to identify general guidance procedures to be followed by vessels involved with oil spill response operations. Because these operations may involve transiting through slicks, operating within oiled waters or recovery operations, we may assume that vessel hulls, decks, machinery, tanks, piping, deck gear and other areas will be impacted with oil. This plan will be used for all vessels and support equipment, either contaminated or suspected of being contaminated with oil, to return to a non-oiled state.

## SITE SPECIFICS

Description: \_\_\_\_\_ Fuel Oil Spill \_\_\_\_\_

Contact Person: \_\_\_\_\_

Phone:
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## CONCEPT OVERVIEW

In view of the extensive equipment inventory involved in this response effort, the responsible party will

- oversee gross decontamination of vessels;
- establish and oversee temporary berthing of oiled vessels; and
- oversee final decontamination of oil spill recovery vessels and equipment.

The primary focus of this operation will be to expedite cleanup of oiled vessels and response equipment in a safe, organized and efficient manner while minimizing further damage to the environment and waste generation.

Equipment decontamination is planned to occur in two phases:

- Recovered oil is to be off-loaded from skimmers cargo tanks to portable storage tanks and or vacuum trucks pending disposal as per the "Approved" Disposal Plan.
- Equipment to be transferred into a bermed area and decontaminated.

All equipment will undergo full decontamination prior to demobilization.

## **CERTIFICATE OF DECONTAMINATION**

For this project, the equipment owner's representative will certify that equipment has been decontaminated. In the event of a dispute, the FOSC representative shall provide final certification of decontamination. A tracking form will be used to document cleaning and acceptance by the equipment advisor.

## METHODOLOGY

## T/V \_\_\_

Decontamination of the hull of the T/V \_\_\_\_\_\_ is to occur at anchor within the Port of \_\_\_\_\_\_. The affected area will be placed inside standard contractor containment boom (8x12) during the decontamination process. If weather conditions permit, smaller vessels will be used as platforms to facilitate cleanup operations.

The hull of the vessel will be wiped by hand with cotton rags. A citrus-based cleaning solution will be used to remove residue oil from the hull. All oil will be wiped from the hull in this manner.

Personnel involved in this operation will wear modified PPE Level D including raingear, gloves, eye protection and floatation work vest.

Preplanning for protection of adjacent areas shall be accomplished in order to minimize cross contamination. Floating oil from sheen-emanating vessels will be minimized with sorbents as necessary to reduce potential loss outside the containment boom. Floating sorbent materials shall be utilized in natural collection points as needed to retain free-floating oil. These sorbents will be tended daily.

#### Vessels

Decontamination of spill response vessels is to occur at the Port of \_\_\_\_\_. The following vessels have been identified for decontamination:

Recreational Vessels	

\* Denotes required tank entry.

Each vessel will be placed inside standard contractor containment boom (8x12) during the decontamination process. This decontamination zone area may utilize a boom anchoring system to prevent the collapse of the perimeter protection during tidal changes and surges.

A decontamination work plan will be created for each OSRV. These plans may be added as appendices to this document. Preplanning for protection of adjacent areas shall be accomplished in order to minimize cross contamination. Floating oil from sheenemanating vessels will be minimized with sorbents as necessary to reduce potential loss outside the containment boom. Floating sorbent materials shall be utilized in natural collection points as needed to retain free-floating oil. These sorbents will be tended daily.

If required, vessels with significant oil may be hauled from the water utilizing the Port \_\_\_\_\_ Travelift. The vessel will be transferred to a bermed area. The vessel will be blocked using jack stands and wood cribbing. A decontamination team will be

assigned to the bermed area. Most vessels require the hull to be washed / wiped to remove residual oil.

Recreational vessels which were oiled during the response will be sent to the Port \_\_\_\_\_ Marine Repair Yard. They will be stored in a designated area. When the vessel is to be cleaned it will be moved into a containment berm. The hull and affected areas will be cleaned with a marine cleaner. All efforts will be made to remove residual oil from the hull and machinery. The vessel will be released from the decon area following an inspection by the USCG and the P & I Club representative.

## **Confined Space**

There are no confined space entry required as part of this decontamination project.

## Containment Boom and Portable Equipment

A separate decontamination area has been identified for containment boom and small equipment. The site is located at the \_\_\_\_\_ Boat Ramp across from the \_\_\_\_\_ has positioned a Shoreline Cleanup Trailer at this location to provide a support zone to be used for consumable supplies.

## **EQUIPMENT PRIORITY**

A priority assessment will be attached to each piece of equipment to ensure a timely flow of equipment through the cleaning process. The Decon team leader will work with the appropriate OSRO representative to prioritize the vessels to be cleaned. Information will be recorded on the Resource Tracking Form. See attached tracking form.

#### **CLEANING PROCESS**

A Hypalon liner or like (secondary containment) will be placed under each decon pool with the perimeter sufficiently bermed to allow for wastewater and rainwater evacuation. All wastewater will be pumped to a poly portable storage tank vacuum truck for disposal. All pumps, hoses and piping will be left in place to facilitate speedy evacuation of retained oil / water. The final disposal of wash water, oiled sorbents and materials will be accomplished in accordance with the *"approved"* Disposal Plan.

A citrus-based cleaning solution (PES 51 or like) will be utilized as a degreaser and will be applied by a Hudson sprayer as applicable. By utilizing the PES 51 product, which will not emulsify the oily water, it is possible to recycle/reclaim the rinsates. Because this cleaning solution is citrus based it does not leave a petroleum sheen on the equipment after the cleaning process.

A MSDS for PES 51 is available at

Actual pressure washing, if required, will utilize a Landa (or like) hot/cold pressure washer with a temperature range up to 220° F and a pressure rating up to 3000 psi. Every attempt will be exercised to mitigate noise-generating equipment by placing it in insulated areas.

Once the piece has been determined clean to the owner's standard, the equipment will be demobilized.

#### See site safety plan for PPE requirements for decontamination activities.

# **Organizational Chart**

