

PREASSESSMENT SCREENING OIL SPILL REPORT FORM

Date of Incident: March 27, 2020

Potential Liable Party: Jim Clark Marina

Product Spilled: Diesel/marine gas oil, gasoline

Spill Source: Marina, recreational vessel

Oil Spill Size Estimate: 138.5 gallons total (110 diesel/marine gas oil, 28.5 gasoline)

Water Body Affected: Duwamish Waterway

Ecology Region: NWRO

County: King

Nearest City: Seattle

Location of Spill: Jim Clark Marina

Cause: Electrical Failure, Unknown

Ecology Responder: David R Cline

Incident Summary: On Friday, March 27, 2020, the Seattle Fire Department was notified of a fire at the Jim Clark Marina. The marina is located on the south end of Harbor Island in Seattle. Ecology and the USCG also responded to the fire and subsequent oil spills that came as vessels at the marina burned, sank, and spilled oil from their fuel and ancillary equipment oil tanks. Global Diving and Salvage and NRCES managed the cleanup. Boats in slips 1, 5, 6, 8, 9, 10, 11, 12, and 48 were impacted by the fire. Some oil was consumed in the fire and some oil was contained in the charred floating materials that were removed. Global Diving and Salvage recovered approximately 600 gallons of gasoline and diesel from the tanks of sunken and floating vessels that were burned. Based on the assessment of Ecology's spill responders and Global Diving and Salvage about 100 to 125 gallons of oil (mainly diesel, but with some gasoline) were removed from the water. Using a low-end recovery figure of about 100 gallons of diesel and accounting for evaporation based on the ADIOS model the total volume spilled appears to have been at least 110 gallons. Then using an estimate (a high-end estimate) that about 80% of the oil spilled was recovered yields a spill volume of 137.5 gallons to water. It is estimated that 20% of that (about 27.5 gallons) was attributable to gasoline, with the remaining 110 gallons attributable to diesel. Based on an investigation from the Seattle Fire Department the initial fire was caused by an overheated power cord at the stern of the vessel in Slip #5.