

ATTACHMENT 3 – *WRITTEN STATEMENT OF LTJG JESSICA SNYDER*

M/V COSCO BUSAN Oil Spill - LTJG Jessica Snyder - Statement

On 07 November, 2007 I was acting Chief of IMD. At approximately 0856 my office received a call from the SCC stating that a vessel had hit the Bay Bridge. We immediately sent a pollution team made up of MST2 Peter Anderson and MST3 Michael Eaton to get underway with Station San Francisco and complete an assessment and investigation. At 0903 they departed.

At approximately 0930 I received a call from the SCC stating that I should call into the virtual brief. At the same time we were receiving reports from our Pollution Investigators on scene. Myself, MSTC David Mosley, and MST2 Jason Munoz were on the phone with the Command Staff and our Chief of IMD, LCDR Arex Avanni, describing the situation. A safety zone was established 100yds around the vessel, we would get a helicopter up for aerial assessment when the fog clears, and we would continue to update the command with any new information. MST2 Shelley Stout immediately began keeping a timeline for IMD.

Because of a Neptune Coalition meeting held on YBI, multiple California Department of Fish and Game Office of Spill Prevention and Response personnel were on base. Lt. Rob Roberts became the SOS. We established a Unified Command between the SOS and the FOSC, Captain Uberti.

Throughout the next couple of hours I relayed information between the on scene PI team and the Command Center. The command center sent me information on the Qualified Individual for the ship and the Operations Section Chief from MSRC. I called the QI for an update. He told me that they had contracted MSRC and that he was enroute from Santa Barbara, but Barry Keegan from MSRC would represent the RP until he arrived. At 1251 the MSRC Rep arrived to the Unified Command and at 1404 an NRC Rep arrived at the UC.

At 0950 I contacted the NOAA SSC rep for California, Jordan Stout. I asked him for oil spill trajectories for the incident. I gave him the position of the incident and the position of the ship at Anchorage 7 where our team had seen the vessel cease discharging. I gave him the times for each and the initial estimate given to me from the SCC, that the pilot had reported approximately 10bbbls released. I informed him that I would call with any additional information as I received it.

At the same time, another member of IMD, LT Aja Kirksey, called me since she was at the RRT meeting with Jordan and had heard about the incident. I briefed her and she stated that the RRT had been speaking about the issue and she would update them on our actions.

The PI Team reported the damage to the Delta Span of the Bay Bridge, a 3ft wide stream of oil between the incident site and the vessel at Anchorage 7, and the damage to the vessel, a 100ft long gash above the waterline that was 12ft tall, and that they had seen NRC vessels on scene. Once the team was onboard the vessel, they interviewed the Captain and the Chief Mate and also issued a NOFI. They made sure that the OSRO had been contacted by the vessel. It was apparent that there was some difficulty quantifying the amount spilled as the crew spoke very little english, the sounding tubes were reported damaged from the incident, and the fuel had to be heated to be transferred. We took the initial estimate from the Chief Mate, but sent another team with a DFG expert to come up with an accurate amount of product spilled. The first team took samples from the water as directed.

At about 1200 another team made up of three Fish and Game OSPR representatives and one PI, MST3 Lucas Martin, went to the vessel to take samples of the tanks and conduct an investigation into the amount spilled. At the same time a SCAT team from IMD and DFG went out into the field to determine the impact to the shoreline and the extent of the oil. We were also told by the SCC that a Marine Inspector and Investigator had also

boarded the vessel. The SCAT teams spoke with local sheriffs/police about claims and to the San Francisco Police Marine Unit about oil ivo Alcatraz.

An incident command post was established that morning in the downstairs conference room on YBI. The QI told me that his logistics personnel were working on a possible ICP for the next morning, but until then, they would report to YBI. CAPT Uberti, CDR DeQuattro, LT Chris Hochschild, and LT Amy Marrs all reported to the ICP to help.

Throughout the day, LTJG Anya Hunter, was the PAO. She came by our office in the morning to have us read over her first press release. We gave her what we knew and ensured that there was no estimate of gallons spilled included as we did not yet have an accurate number.

We received numerous reports that afternoon that there was oil ivo the San Francisco Waterfront and near Alcatraz, including one reported to our SCAT teams from the San Francisco Police Marine Unit that was underway. Lt. Rob Roberts put OWCN on standby. I spoke with the National Park Service (NPS) who said that they were thinking of closing Alcatraz and would like Air Monitoring done. I spoke with DFG-OSPR, and they contacted an IH to help. NPS also stated that they would like to be a part of the ICP. I gave them directions to the YBI and they showed up later that evening. I also spoke with East Bay Regional Parks and informed them of the spill and where the ICP was located.

I received a call from the D11 Bridge Section that CALTRANS was looking for a claims number. I spoke with Barry McFarland, the QI, and obtained the number for the O'Brien's Operations Center that he said we could use for claims. I passed that number on to D11.

At 1700 we received the report from DFG-OSPR, Roy Mathur, that from his calculations, the amount spilled was about 58,000 gallons. He explained his results to the Unified Command in the conference room. I updated LT Aja Kirksey and LCDR Avanni. At the same time the NOAA SSC was onscene and informed.

While I was in the Command Center helping MSTC Mosley and MST2 Shelley prepare the SITREP/POLREP, I received a call from the PST Operations Officer, LT Sligh. He was informed of the incident and recommended that we request their assistance to help set up the Command Post. I briefed CDR DeQuattro and CAPT Uberti and called LT Sligh back. He said he would send down personnel to help with SCAT and the ICP.

The NOAA SSC rep then requested that we issue a PRFA for NOAA to send three representatives from Seattle to assist with trajectories and overflight analysis. We briefed CDR DeQuattro and CAPT Uberti who approved and authorized opening the fund for \$100K. A planning meeting was held that evening in the conference room and Planning worked with the QI to write the IAP.

On 08 November I reported to the ICP at Fort Mason as assistant operations to CDR DeQuattro. PST reported for SCAT and coached various sections in the command post. IMD brought go-kits, conducted overflights, conducted field observing, and filled in any gaps in the command post. Attached below is my notification timeline.

Notification Timeline - Only states first notification/contact with each:

- 0930 Conference Call
 - CAPT Uberti (CO)
 - CAPT Swatland (DCO)
 - CDR DeQuattro (RESP)
 - CDR Wood (PREV)
 - LCDR Avanni (IMD)
 - LTJG Bor (CDO)
 - MSTC Mosley (IMD)

-MST2 Munoz (IMD)

0935 LTJG Bor/Watch Section (in Command Center)
0945 DFG-OSPR - Rob Roberts, Todd Ajari
0950 NOAA SSC - Jordan Stout
0959 Email from Waterways - LT Ramos to VTS/CDO's (included email from
D11 Bridge Section - David Souloff which was sent to D11 and Prevention
stating CALTRANS and D11 Command Center were briefed)
1000 LT Kirksey (At RRT Meeting)
1015 Confirmed NRC and OES Report was received, assumed notification of
other agencies and stakeholders through use of established system.
1030 LTJG Hunter (PAO)
1041 Command Center emailed me QI/OSRO number
1045 QI - Barry McFarland
1156 Command Center emailed me website with 201 from TOG
1340 East Bay Regional Parks
1355 National Park Service
1359 SCAT talked to Local Sheriffs/Police about claims
1416 SCAT talked to San Francisco Police Marine Unit
1900 PST - LT Sligh

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