

2-673 -A Site Strategy - Honker Bay East - Chipps Island Shore

County and Thomas Guide Location

Solano

NOAA CHART

SUISUN BAY 18658/18556/18656

2-673 -A

Latitude N

Longitude W

3 8 04

121 56.3

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CONCERNS and ADVICE to RESPONDERS:

The marshes at the shoreline are home to many kinds of birds and animals, including some that are endangered. The major concerns are two. First, there are openings and channels through which the oil can pass and harm even greater areas behind the bay front. Second, oil can get on the front edge of the marsh. Harm from response actions is always a concern. Try not to tread oil into the soft ground. Keep in mind there are small endangered plants and animals underfoot.

HAZARDS and RESTRICTIONS:

There are shallows and obstructions along shore and inside the barrow channels.

SITE STRATEGIES

Strategy 2-673.1 Objective: Exclude oil from entering barrow channels and slough entrances.

Close the three openings to the barrow channel.

(a) at the west tip (north corner) deploy chevron of 400 ft Hboom with inner second chevron of 200 ft of swampboom (3 22+# danforths + 3/12+# (or stakes) danforths).

(b) Use two swamp boom (1000' of 4X4+), backed with sorbent boom (1000'), to exclusion boom the south opening. Anchor boom across channel entries and leave a trailing end to make a tidal seal. Observe and repeat if wind chop is overwhelming the boom. There are submerged pilings in this area.

(c) The north opening must be boomed both at the mouth (500' 4X4+) and inside where the two barrow channels branch off (100' swampboom each with light anchors).

Strategy 2-673.2 Objective: For EBB flow, Deflection at Pt Simmons, to divert oil past site to keep oil in channel and to avert carry-back into Honker Bay on eddy.

Deploy deflection boom (600') at Simmons Pt on a shallow contour to keep oil in the channel best and stop it from angle send oil past marshfront to designated collection area. BEWARE: This area west of Simmons Point is an underground pipe corridor - use anchors with extreme caution!

Strategy 2-673.3 Objective: Protective Booming: If there is threat of heavy oiling and saturation of the marsh front, deploy protective boom coverage, when resource use will not preclude defending other sites against SO 5 and 6 impacts.

Deploy exclusion/deflection boom at the best angle send oil past marshfront to designated collection area. Protect windward shore from approaching oil. If there is a wind chop, this may best be accomplished using two layers of 9X9 Hboom, else a single layer of 9x9+: this strategy for deployment can be found in Potential Oil-Spill Protection Strategies for San Francisco Bay, California. (Hayes and Montelo, 1994). Requires 13,000' of Hboom or tidal barrier boom.

Table of Response Resources

strategy number	harbor boom	swamp boom	Other boom type	sorb boom	Anchoring no type and gear	Boom boat	Skiffs punts	Skimmers No Type	Special Equipment or comment No and kinds	staff deploy	Staff tend
2-673.1	400	1900		1000	15 4/12+ & 3/22+# danforth & 8 stakes	2	1			5	
2-673.2	600				3 3/22+/danforth w chain	1	1			11	
2-673.3	13000					6	6		shallow Bboats, 1 hovercraft/airboat	25	

LOGISTICS

DIRECTIONS: to site (by land and/or by water, to nearest launch ramp and are access permits required.)

There is only water access to Chipps Island. Nearest boat access is 2 miles southwest at McAvoy's Marina, Bay Point (8 mi to Martinez, 5 mi to Pittsburg). This site includes the 2 miles of bay frontage on the western side of Chipps Island including the barrow channel behind the bay frontage.

LAND ACCESS: ALL TYPES WHEN LEVEES ARE DRY

WATER LOGISTICS: VERY SHALLOW DRAFT < 2' NEAR SHORE.

Limitations: depth, obstruction

Launching, Loading, Docking and Services Available: McAvoy/Harris Marina at Bay Point. Pittsburg Marina. Martinez Marina.

FACILITIES, STAGING AREAS, POSSIBLE FIELD POSTS AND EQUIPMENT AVAILABLE:

Best staging sites are nearby McAvoy/Harris Marina at Bay Point. PG&E, Pittsburg Marina, and Martinez Marina are alternates. The duck clubs on Chipps Island have power and good small boat docking facilities.

COMMUNICATIONS PROBLEMS: none known

ADDITIONAL OPERATIONAL COMMENTS:

