Office of National Marine Sanctuaries
Office of Response and Restoration

Screening Level Risk Assessment Package

Lancing

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National Oceanic and
Atmospheric Administration

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Photo: U.S. Coast Guard Identification Photograph of *Lancing*
Courtesy of National Archives, Washington, DC

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Project Background

The past century of commerce and warfare has left a legacy of thousands of sunken vessels along the U.S. coast. Many of these wrecks pose environmental threats because of the hazardous nature of their cargoes, presence of munitions, or bunker fuel oils left onboard. As these wrecks corrode and decay, they may release oil or hazardous materials. Although a few vessels, such as USS *Arizona* in Hawaii, are well-publicized environmental threats, most wrecks, unless they pose an immediate pollution threat or impede navigation, are left alone and are largely forgotten until they begin to leak.

In order to narrow down the potential sites for inclusion into regional and area contingency plans, in 2010, Congress appropriated $1 million to identify the most ecologically and economically significant potentially polluting wrecks in U.S. waters. This project supports the U.S. Coast Guard and the Regional Response Teams as well as NOAA in prioritizing threats to coastal resources while at the same time assessing the historical and cultural significance of these nonrenewable cultural resources.

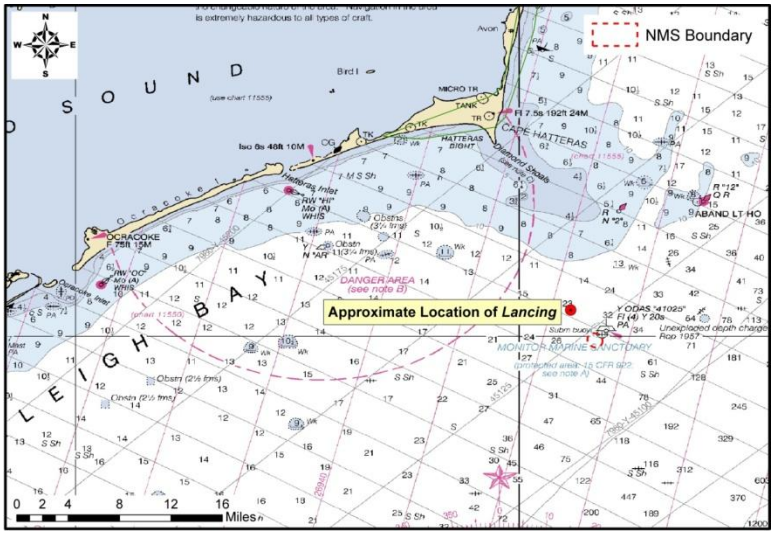
The potential polluting shipwrecks were identified through searching a broad variety of historical sources. NOAA then worked with Research Planning, Inc., RPS ASA, and Environmental Research Consulting to conduct the modeling forecasts, and the ecological and environmental resources at risk assessments.

Initial evaluations of shipwrecks located within American waters found that approximately 600-1,000 wrecks could pose a substantial pollution threat based on their age, type and size. This includes vessels sunk after 1891 (when vessels began being converted to use oil as fuel), vessels built of steel or other durable material (wooden vessels have likely deteriorated), cargo vessels over 1,000 gross tons (smaller vessels would have limited cargo or bunker capacity), and any tank vessel.

Additional ongoing research has revealed that 87 wrecks pose a potential pollution threat due to the violent nature in which some ships sank and the structural reduction and demolition of those that were navigational hazards. To further screen and prioritize these vessels, risk factors and scores have been applied to elements such as the amount of oil that could be on board and the potential ecological or environmental impact.

Executive Summary: *Lancing*

The tanker *Lancing*, torpedoed and sunk during World War II off Cape Hatteras, North Carolina in 1942, was identified as a potential pollution threat, thus a screening-level risk assessment was conducted. The different sections of this document summarize what is known about the *Lancing*, the results of environmental impact modeling composed of different release scenarios, the ecological and socio-economic resources that would be at risk in the event of releases, the screening-level risk scoring results and overall risk assessment, and recommendations for assessment, monitoring, or remediation.



Based on this screening-level assessment, each vessel was assigned a summary score calculated using the seven risk criteria described in this report. For the Worst Case Discharge, *Lancing* scores High with 15 points; for the Most Probable Discharge (10% of the Worse Case volume), *Lancing* scores Medium with 12 points. Given these scores, and higher level of data certainty, NOAA recommends that this site be reflected within the Area Contingency Plans and be considered for further assessment to determine the vessel condition, amount of oil onboard, and feasibility of oil removal action. At a minimum, an active monitoring program should be implemented. Outreach efforts with the technical and recreational dive community as well as commercial and recreational fishermen who frequent the area would be helpful to gain awareness of changes in the site.

Vessel Risk Factors		Risk Score	
Pollution Potential Factors	A1: Oil Volume (total bbl)	Med	
	A2: Oil Type		
	B: Wreck Clearance		
	C1: Burning of the Ship		
	C2: Oil on Water		
	D1: Nature of Casualty		
	D2: Structural Breakup		
Archaeological Assessment	Archaeological Assessment	Not Scored	
Operational Factors	Wreck Orientation	Not Scored	
	Depth		
	Confirmation of Site Condition		
	Other Hazardous Materials		
	Munitions Onboard		
	Gravesite (Civilian/Military)		
	Historical Protection Eligibility		
		WCD	MP (10%)
Ecological Resources	3A: Water Column Resources	Med	Med
	3B: Water Surface Resources	High	Med
	3C: Shore Resources	Low	Low
Socio-Economic Resources	4A: Water Column Resources	Med	Low
	4B: Water Surface Resources	High	Med
	4C: Shore Resources	Med	Low
Summary Risk Scores		15	12

The determination of each risk factor is explained in the document. This summary table is found on page 38.

SECTION 1: VESSEL BACKGROUND INFORMATION: REMEDIATION OF UNDERWATER LEGACY ENVIRONMENTAL THREATS (RULET)

Vessel Particulars

Official Name: *Lancing*

Official Number: Unknown

Vessel Type: Tanker

Vessel Class: Converted Whale Factory Ship

Former Names: *Flackwell*; *Calanda*; *Omsk*; *Rio Tiete*; *Knight Errant*

Year Built: 1898

Builder: C. Connell & Company, Glasgow

Builder's Hull Number: Unknown

Flag: Norwegian

Owner at Loss: Norwegian Shipping and Trade Commission, 80 Broad St., New York, NY

Controlled by: Unknown **Chartered to:** Unknown

Operated by: Unknown

Homeport: Larvik, Norway

Length: 470 feet **Beam:** 57 feet **Depth:** 31 feet

Gross Tonnage: 7866 **Net Tonnage:** 4561

Hull Material: Steel **Hull Fastenings:** Riveted **Powered by:** Oil-fired steam

Bunker Type: Heavy Fuel Oil (Bunker C) **Bunker Capacity (bbl):** 16,279

Average Bunker Consumption (bbl) per 24 hours: Unknown

Liquid Cargo Capacity (bbl): Unknown **Dry Cargo Capacity:** Unknown

Tank or Hold Description: Unknown

Casualty Information

Port Departed: Curaçao

Destination Port: New York

Date Departed: March 28, 1942

Date Lost: April 7, 1942

Number of Days Sailing: ≈ 11

Cause of Sinking: Act of War (torpedoes)

Latitude (DD): 35.0297

Longitude (DD): -75.4417

Nautical Miles to Shore: 12.7

Nautical Miles to NMS: 2.1

Nautical Miles to MPA: 0

Nautical Miles to Fisheries: Unknown

Approximate Water Depth (Ft): 140

Bottom Type: Sand

Is There a Wreck at This Location? Yes, wreck has been positively located and identified

Wreck Orientation: Inverted (Turtled)

Vessel Armament: One 4-inch gun and five machine guns

Cargo Carried when Lost: 8,802 tons of pool marine fuel oil for the British Ministry of Shipping

Cargo Oil Carried (bbl): Approximately 64,255

Cargo Oil Type: Light fuel oil

Probable Fuel Oil Remaining (bbl): < 12,500

Fuel Type: Heavy Fuel Oil (Bunker C)

Total Oil Carried (bbl): ≤ 76,755

Dangerous Cargo or Munitions: Yes

Munitions Carried: Munitions for Onboard Weapons

Demolished after Sinking: No

Salvaged: No

Cargo Lost: Yes, partially

Reportedly Leaking: Yes

Historically Significant: Yes, first whale factory ship to have a stern ramp

Gravesite: Yes

Salvage Owner: Not known if any

Wreck Location

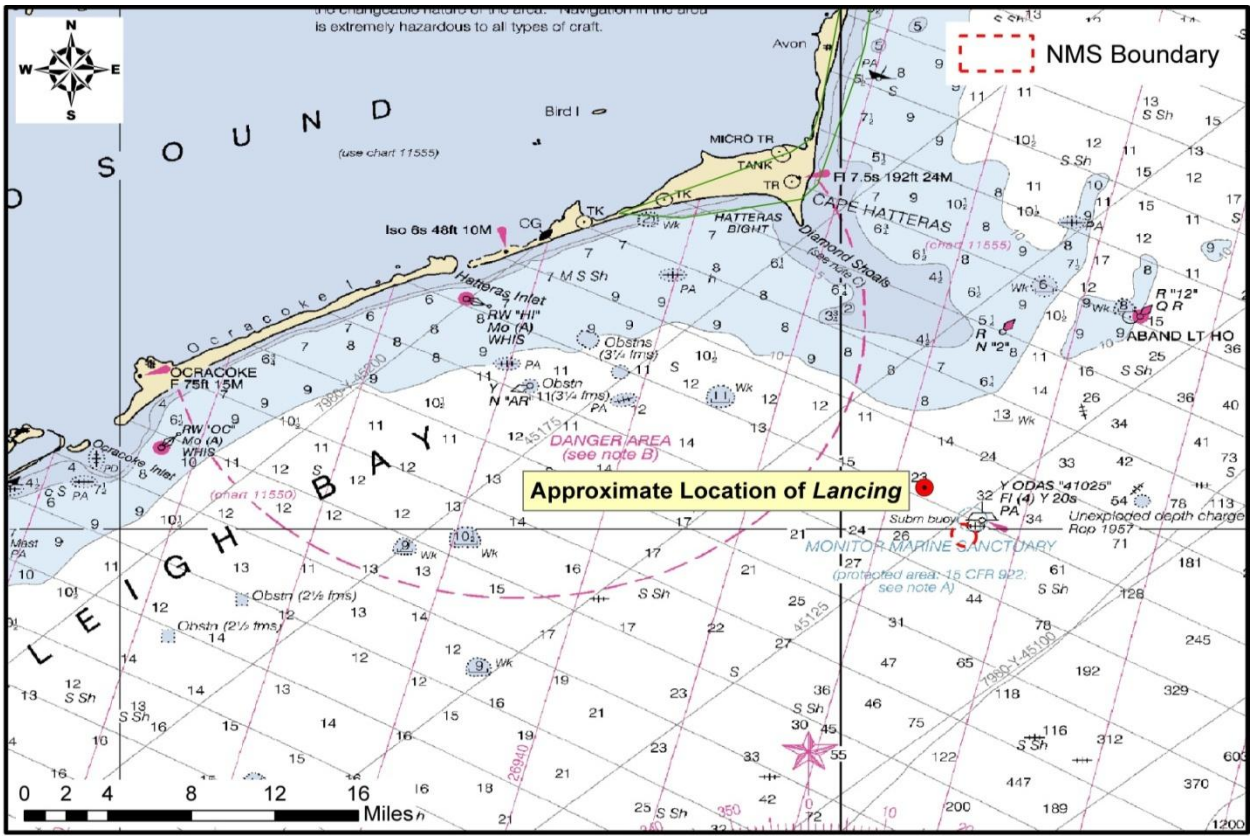


Chart Number: 12200

Casualty Narrative

"At 10.52 hours on 7 Apr, 1942, the *Lancing* (Master Bjerkholt) was torpedoed by *U-552* off Cape Hatteras. The torpedo struck on the starboard side amidships, destroying both lifeboats on that side and killing one crew member. The survivors abandoned ship in four lifeboats and were picked up by the American tanker *Pan Rhode Island* the same morning and taken to Norfolk. They spent the night at the naval base, before being sent by Greyhound bus to New York. Several of the crew members and probably also the master later joined the N.T. Nielsen-Alonso."
-http://www.uboat.net:8080/allies/merchants/ships/1508.html

General Notes

AWOIS Data:
HISTORY
NM DATED 8/22/55

DESCRIPTION
NO.858; TANKER, 7866 GT; SUNK 4/7/42 BY SUBMARINE; POSITION ACCURACY 1-3 MI, SUBSEQUENTLY FAILED TO LOCATE (SOURCE UNK).

SURVEY REQUIREMENTS NOT DETERMINED.
TKR; TORPEDOED 4/7/42, IN 60 FT; 7866 TONS.

Wreck Condition/Salvage History

"The wreck is very large and sits nearly upside down with a slight lean on its port side. Except for a swim-thru crack in the hull amidships, the hull section is largely intact. That fortunately makes the *Lancing* fairly straightforward to navigate despite its size and depth. The huge four bladed prop and rudder will take your breath away. There is nothing I have seen to match it"
-http://www.nc-wreckdiving.com/WRECKS/*LANCING*/*LANCING*.HTML

Archaeological Assessment

The archaeological assessment provides additional primary source based documentation about the sinking of vessels. It also provides condition-based archaeological assessment of the wrecks when possible. It does not provide a risk-based score or definitively assess the pollution risk or lack thereof from these vessels, but includes additional information that could not be condensed into database form.

Where the current condition of a shipwreck is not known, data from other archaeological studies of similar types of shipwrecks provide the means for brief explanations of what the shipwreck might look like and specifically, whether it is thought there is sufficient structural integrity to retain oil. This is more subjective than the Pollution Potential Tree and computer-generated resource at risk models, and as such provides an additional viewpoint to examine risk assessments and assess the threat posed by these shipwrecks. It also addresses questions of historical significance and the relevant historic preservation laws and regulations that will govern on-site assessments.

In some cases where little additional historic information has been uncovered about the loss of a vessel, archaeological assessments cannot be made with any degree of certainty and were not prepared. For vessels with full archaeological assessments, NOAA archaeologists and contracted archivists have taken photographs of primary source documents from the National Archives that can be made available for future research or on-site activities.

Assessment

The tanker *Lancing* has been listed as a potential high priority shipwreck because it is one of the shipwrecks within U.S. Coast Guard District Five that NOAA has been able to confirm still contains oil. The wreck is also known locally to divers and boaters as the “slick wreck” due to a visible slick or sheen that is commonly spotted on the surface above the wreck. Based on the amount of oil the tanker was carrying at the time of its loss and the orientation and condition of the wreck, it is possible that a substantial amount of oil remains inside the wreck.

When *Lancing* was torpedoed on April 7, 1942, the tanker was loaded with approximately 64,255 bbl of pool marine fuel oil (which is similar to a light fuel oil) and had a maximum bunker capacity of 16,279 bbl of Bunker C fuel oil. The torpedo struck at the engine room on the starboard side and exploded, blowing a large hole in the side of the ship, rupturing portions of the deck and flooding the engine room. The cargo of oil did not ignite, however, and the vessel sank by the stern an hour and a half later. Today, the wreck lies nearly inverted, with a slight list to starboard, in 160 feet of water. The wreck is reportedly in very good condition with little damage to the hull. There are only two breaks in the hull large enough to admit a diver into the wreck, but they do not open into any of the oil tanks. Based on diver reports of

the wreck, it is likely that bulkheads inside the wreck are still in place and will not allow a diver to enter into the cargo holds of the vessel.

In July 2011, *Monitor* National Marine Sanctuary enlisted ADUS Ltd. to conduct a high-resolution multibeam sonar survey of the wreck to obtain more information about the site (Fig. 1-1). Although this study was part of the Battle of the Atlantic Expedition and was intended to obtain archaeological baseline data about the wreck, researchers did notice large circular slicks of oil forming on the surface above the shipwreck while they were conducting the survey.

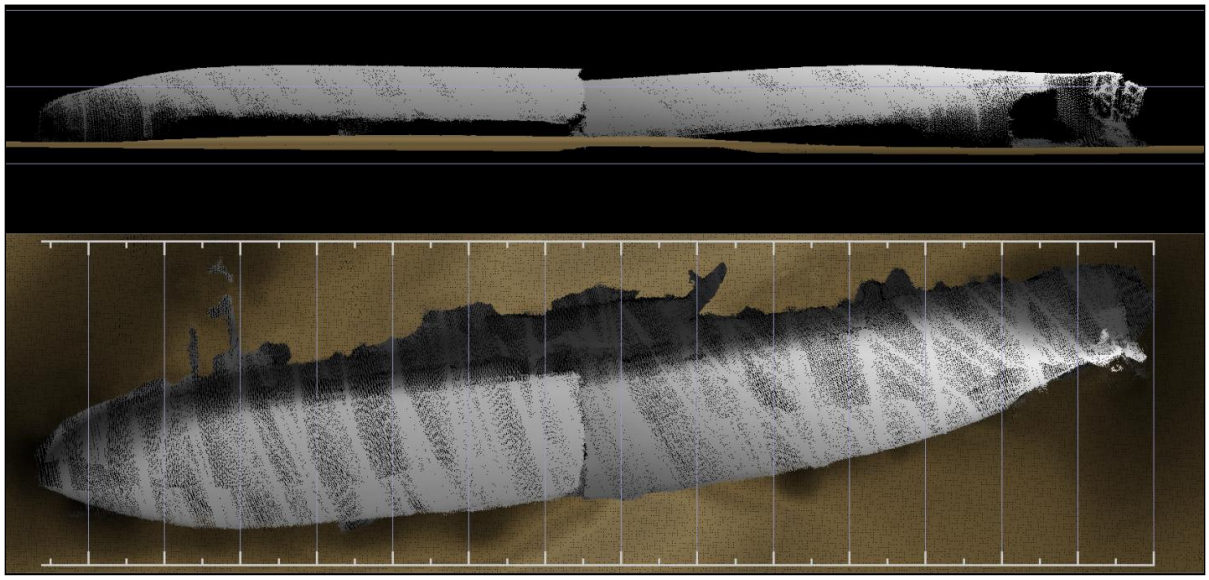


Figure 1-1: ADUS Ltd. high-resolution multibeam survey of Lancing (Photo courtesy of NOAA)

Although some of the sonar data are still being processed, preliminary data for this site confirms that diver accounts of the condition of the wreck are true. The wreck is very intact and is inverted, an orientation that would have enabled the wreck to trap oil in the structurally robust underside of the ship. This is also very likely since the torpedo is not reported to have impacted any of the oil tanks, and there was no fire onboard the vessel after it was attacked.

In a study conducted by the MIT Sea Grant Program in 1977 entitled Impact of Oil Spillage from World War II Tanker Sinkings, the researchers believed some amount of oil likely spilled from *Lancing* in 1942 (possibly as the tanker settled on the bottom) and washed ashore south of Cape Hatteras. While this report, and common sightings of slicks on the site, suggests that an unknown amount of oil has been released from the wreck, there is no way for NOAA archaeologists to accurately estimate how much oil remains on the wreck.

Should the vessel be assessed, it should be noted that this vessel is of historic significance and will require appropriate actions be taken under the National Historic Preservation Act (NHPA) and the Sunken Military Craft Act (SMCA) prior to any actions that could impact the integrity of the vessel. This vessel

may be eligible for listing on the National Register of Historic Places. The site is also considered a war grave and appropriate actions should be undertaken to minimize disturbance to the site.

Background Information References

Vessel Image Sources: http://www.uboat.net/allies/merchants/ships/1508.html

Construction Diagrams or Plans in RULET Database? Yes, some plans are available

Text References:
http://www.uboat.net/allies/merchants/1508.html
http://www.nc-wreckdiving.com/WRECKS/*LANCING*/*LANCING*.HTML
AWOIS database
NIMA database
Global Wrecks database

Vessel Risk Factors

In this section, the risk factors that are associated with the vessel are defined and then applied to the *Lancing* based on the information available. These factors are reflected in the pollution potential risk assessment development by the U.S. Coast Guard Salvage Engineering Response Team (SERT) as a means to apply a salvage engineer's perspective to the historical information gathered by NOAA. This analysis reflected in Figure 1-2 is simple and straightforward and, in combination with the accompanying archaeological assessment, provides a picture of the wreck that is as complete as possible based on current knowledge and best professional judgment. This assessment *does not* take into consideration operational constraints such as depth or unknown location, but rather attempts to provide a replicable and objective screening of the historical date for each vessel. SERT reviewed the general historical information available for the database as a whole and provided a stepwise analysis for an initial indication of Low/Medium/High values for each vessel.

In some instances, nuances from the archaeological assessment may provide additional input that will amend the score for Section 1. Where available, additional information is provided that may have bearing on operational considerations for any assessment or remediation activities.

Each risk factor is characterized as High, Medium, or Low Risk or a category-appropriate equivalent such as No, Unknown, Yes, or Yes Partially. The risk categories correlate to the decision points reflected in Figure 1-2.

Each of the risk factors also has a "data quality modifier" that reflects the completeness and reliability of the information on which the risk ranks were assigned. The quality of the information is evaluated with respect to the factors required for a reasonable preliminary risk assessment. The data quality modifier scale is:

- **High Data Quality:** All or most pertinent information on wreck available to allow for thorough risk assessment and evaluation. The data quality is high and confirmed.

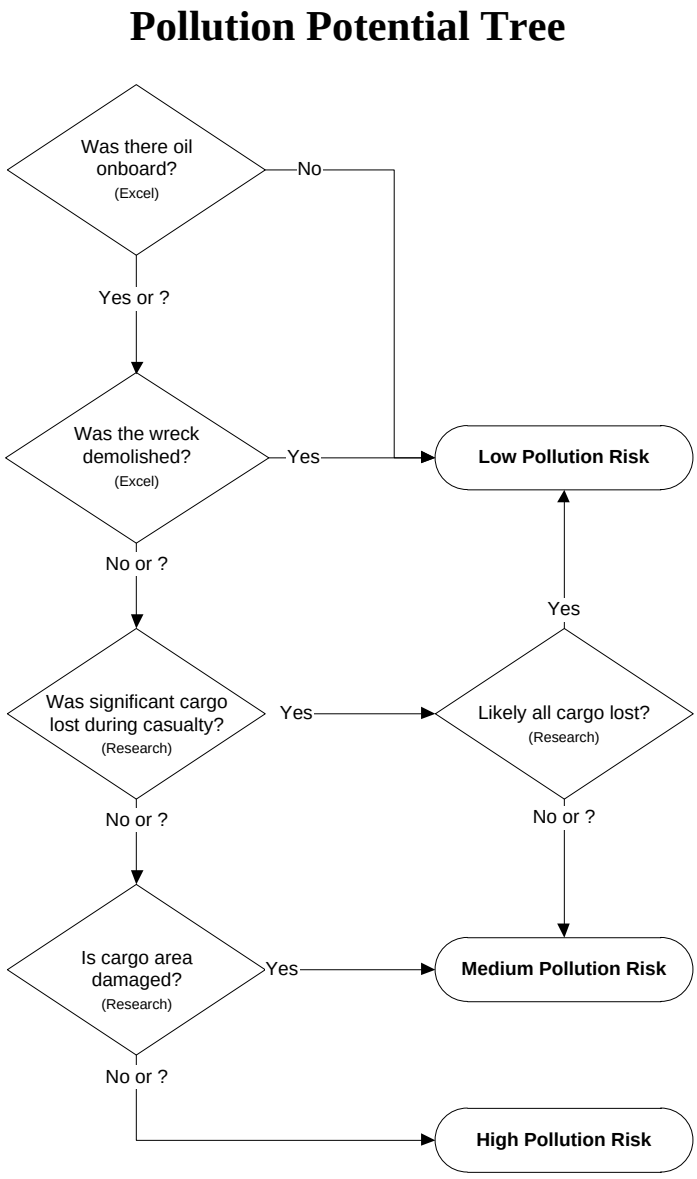


Figure 1-2: U.S. Coast Guard Salvage Engineering Response Team (SERT) developed the above Pollution Potential Decision Tree.

- **Medium Data Quality:** Much information on wreck available, but some key factor data are missing or the data quality is questionable or not verified. Some additional research needed.
- **Low Data Quality:** Significant issues exist with missing data on wreck that precludes making preliminary risk assessment, and/or the data quality is suspect. Significant additional research needed.

In the following sections, the definition of low, medium, and high for each risk factor is provided. Also, the classification for the *Lancing* is provided, both as text and as shading of the applicable degree of risk bullet.

Pollution Potential Factors

Risk Factor A1: Total Oil Volume

The oil volume classifications correspond to the U.S. Coast Guard spill classifications:

- **Low Volume: Minor Spill** <240 bbl (10,000 gallons)
- **Medium Volume: Medium Spill** ≥240 – 2,400 bbl (100,000 gallons)
- **High Volume: Major Spill** ≥2,400 bbl (≥100,000 gallons)

The oil volume risk classifications refer to the volume of the most-likely Worst Case Discharge from the vessel and are based on the amount of oil believed or confirmed to be on the vessel.

The *Lancing* is ranked as High Volume because it is thought to have a potential for up to 76,755 bbl, although some of that was lost at the time of the casualty due to the explosion and breakup of the vessel. Data quality is medium.

The risk factor for volume also incorporates any reports or anecdotal evidence of actual leakage from the vessel or reports from divers of oil in the overheads, as opposed to potential leakage. This reflects the history of the vessel's leakage. There are reports of leakage from the *Lancing*.

Risk Factor A2: Oil Type

The oil type(s) on board the wreck are classified only with regard to persistence, using the U.S. Coast Guard oil grouping[1]. (Toxicity is dealt with in the impact risk for the Resources at Risk classifications.) The three oil classifications are:

- **Low Risk: Group I Oils** – non-persistent oil (e.g., gasoline)
- **Medium Risk: Group II – III Oils** – medium persistent oil (e.g., diesel, No. 2 fuel, light crude, medium crude)
- **High Risk: Group IV** – high persistent oil (e.g., heavy crude oil, No. 6 fuel oil, Bunker C)

The *Lancing* is classified as Medium Risk because the cargo is a light fuel oil, a Group II oil type. Data quality is high.

Was the wreck demolished?

Risk Factor B: Wreck Clearance

This risk factor addresses whether or not the vessel was historically reported to have been demolished as a hazard to navigation or by other means such as depth charges or aerial bombs. This risk factor is based on historic records and does not take into account what a wreck site currently looks like. The risk categories are defined as:

- **Low Risk:** The site was reported to have been entirely destroyed after the casualty

[1] Group I Oil or Nonpersistent oil is defined as "a petroleum-based oil that, at the time of shipment, consists of hydrocarbon fractions: At least 50% of which, by volume, distill at a temperature of 340°C (645°F); and at least 95% of which, by volume, distill at a temperature of 370°C (700°F)."
Group II - Specific gravity less than 0.85 crude [API° >35.0]
Group III - Specific gravity between 0.85 and less than .95 [API° ≤35.0 and >17.5]
Group IV - Specific gravity between 0.95 to and including 1.0 [API° ≤17.5 and >10.0]

- **Medium Risk:** The wreck was reported to have been partially cleared or demolished after the casualty
- **High Risk:** The wreck was not reported to have been cleared or demolished after the casualty
- **Unknown:** It is not known whether or not the wreck was cleared or demolished at the time of or after the casualty

The *Lancing* is classified as High Risk because there are no known historic accounts of the wreck being demolished as a hazard to navigation. Data quality is high.

Was significant cargo or bunker lost during casualty?

Risk Factor C1: Burning of the Ship

This risk factor addresses any burning that is known to have occurred at the time of the vessel casualty and may have resulted in oil products being consumed or breaks in the hull or tanks that would have increased the potential for oil to escape from the shipwreck. The risk categories are:

- **Low Risk:** Burned for multiple days
- **Medium Risk:** Burned for several hours
- **High Risk:** No burning reported at the time of the vessel casualty
- **Unknown:** It is not known whether or not the vessel burned at the time of the casualty

The *Lancing* is classified as High Risk because there are no known reports of fire at the time of the casualty. Data quality is high.

Risk Factor C2: Reported Oil on the Water

This risk factor addresses reports of oil on the water at the time of the vessel casualty. The amount is relative and based on the number of available reports of the casualty. Seldom are the reports from trained observers so this is very subjective information. The risk categories are defined as:

- **Low Risk:** Large amounts of oil reported on the water by multiple sources
- **Medium Risk:** Moderate to little oil reported on the water during or after the sinking event
- **High Risk:** No oil reported on the water
- **Unknown:** It is not know whether or not there was oil on the water at the time of the casualty

The *Lancing* is classified as High Risk because there are no known reports of oil spreading across the water as the vessel went down. Data quality is high.

Is the cargo area damaged?

Risk Factor D1: Nature of the Casualty

This risk factor addresses the means by which the vessel sank. The risk associated with each type of casualty is determined by the how violent the sinking event was and the factors that would contribute to increased initial damage or destruction of the vessel (which would lower the risk of oil, other cargo, or munitions remaining on board). The risk categories are:

- **Low Risk:** Multiple torpedo detonations, multiple mines, severe explosion

- **Medium Risk:** Single torpedo, shellfire, single mine, rupture of hull, breaking in half, grounding on rocky shoreline
- **High Risk:** Foul weather, grounding on soft bottom, collision
- **Unknown:** The cause of the loss of the vessel is not known

The *Lancing* is classified as Medium Risk because there was one torpedo detonation. Data quality is high.

Risk Factor D2: Structural Breakup

This risk factor takes into account how many pieces the vessel broke into during the sinking event or since sinking. This factor addresses how likely it is that multiple components of a ship were broken apart including tanks, valves, and pipes. Experience has shown that even vessels broken in three large sections can still have significant pollutants on board if the sections still have some structural integrity. The risk categories are:

- **Low Risk:** The vessel is broken into more than three pieces
- **Medium Risk:** The vessel is broken into two-three pieces
- **High Risk:** The vessel is not broken and remains as one contiguous piece
- **Unknown:** It is currently not known whether or not the vessel broke apart at the time of loss or after sinking

The *Lancing* is classified as Medium Risk because it is broken into two pieces, but both sections remain together (see sonar image in archaeological assessment). Data quality is high.

Factors That May Impact Potential Operations

Orientation (degrees)

This factor addresses what may be known about the current orientation of the intact pieces of the wreck (with emphasis on those pieces where tanks are located) on the seafloor. For example, if the vessel turtled, not only may it have avoided demolition as a hazard to navigation, but it has a higher likelihood of retaining an oil cargo in the non-vented and more structurally robust bottom of the hull.

The *Lancing* is inverted (turtled). Data quality is high.

Depth

Depth information is provided where known. In many instances, depth will be an approximation based on charted depths at the last known locations.

The *Lancing* is 140 feet deep. Data quality is high.

Visual or Remote Sensing Confirmation of Site Condition

This factor takes into account what the physical status of wreck site as confirmed by remote sensing or other means such as ROV or diver observations and assesses its capability to retain a liquid cargo. This assesses whether or not the vessel was confirmed as entirely demolished as a hazard to navigation, or severely compromised by other means such as depth charges, aerial bombs, or structural collapse.

The location of the *Lancing* is a popular dive site, and NOAA has acoustic survey data of the wreck. Data quality is high.

Other Hazardous (Non-Oil) Cargo on Board

This factor addresses hazardous cargo other than oil that may be on board the vessel and could potentially be released, causing impacts to ecological and socio-economic resources at risk.

There are no reports of hazardous materials onboard. Data quality is high.

Munitions on Board

This factor addresses hazardous cargo other than oil that may be on board the vessel and could potentially be released or detonated causing impacts to ecological and socio-economic resources at risk.

The *Lancing* had munitions for onboard weapons, one 4-inch gun and five machine guns. Data quality is high.

Vessel Risk Factors Summary

Table 1-1 summarizes the risk factor scores for the pollution potential and mitigating factors that would reduce the pollution potential for the *Lancing*.

Table 1-1: Summary matrix for the vessel risk factors for the *Lancing*, color-coded as red (high risk), yellow (medium risk), and green (low risk).

Vessel Risk Factors		Data Quality Score	Comments	Risk Score
Pollution Potential Factors	A1: Oil Volume (total bbl)	Medium	Maximum of 76,755 bbl, reported to be leaking	**Med**
	A2: Oil Type	High	Cargo is light fuel oil, a Group II oil type	
	B: Wreck Clearance	High	Vessel not reported as cleared	
	C1: Burning of the Ship	High	No fire was reported	
	C2: Oil on Water	High	No oil was reported on the water	
	D1: Nature of Casualty	High	One torpedo detonation	
	D2: Structural Breakup	High	The vessel is broken in half	
Archaeological Assessment	Archaeological Assessment	High	Detailed sinking records and site reports of this ship exist, assessment is believed to be very accurate	**Not Scored**
Operational Factors	Wreck Orientation	High	Inverted (turtled)	**Not Scored**
	Depth	High	140 ft	
	Visual or Remote Sensing Confirmation of Site Condition	High	Location is a popular dive site and has been acoustically surveyed by NOAA	
	Other Hazardous Materials Onboard	High	No	
	Munitions Onboard	High	Munitions for onboard weapons	
	Gravesite (Civilian/Military)	High	Yes	
	Historical Protection Eligibility (NHPA/SMCA)	High	NHPA and possibly SMCA	

SECTION 2: ENVIRONMENTAL IMPACT MODELING

To help evaluate the potential transport and fates of releases from sunken wrecks, NOAA worked with RPS ASA to run a series of generalized computer model simulations of potential oil releases. The results are used to assess potential impacts to ecological and socio-economic resources, as described in Sections 3 and 4. The modeling results are useful for this screening-level risk assessment; however, it should be noted that detailed site/vessel/and seasonally specific modeling would need to be conducted prior to any intervention on a specific wreck.

Release Scenarios Used in the Modeling

The potential volume of leakage at any point in time will tend to follow a probability distribution. Most discharges are likely to be relatively small, though there could be multiple such discharges. There is a lower probability of larger discharges, though these scenarios would cause the greatest damage. A **Worst Case Discharge** (WCD) would involve the release of all of the cargo oil and bunkers present on the vessel. In the case of the *Lancing* this would be about 77,000 bbl (rounded up from 76,755 bbl) based on estimates of the maximum amount of oil remaining onboard the wreck at the time the oil spill models were run.

The likeliest scenario of oil release from most sunken wrecks, including the *Lancing*, is a small, episodic release that may be precipitated by disturbance of the vessel in storms. Each of these episodic releases may cause impacts and require a response. **Episodic** releases are modeled using 1% of the WCD. Another scenario is a very low chronic release, i.e., a relatively regular release of small amounts of oil that causes continuous oiling and impacts over the course of a long period of time. This type of release would likely be precipitated by corrosion of piping that allows oil to flow or bubble out at a slow, steady rate. **Chronic** releases are modeled using 0.1% of the WCD.

The Most Probable scenario is premised on the release of all the oil from one tank. In the absence of information on the number and condition of the cargo or fuel tanks for all the wrecks being assessed, this scenario is modeled using 10% of the WCD. The **Large** scenario is loss of 50% of the WCD. The five major types of releases are summarized in Table 2-1. The actual type of release that occurs will depend on the condition of the vessel, time factors, and disturbances to the wreck. Note that, the episodic and chronic release scenarios represent a small release that is repeated many times, potentially repeating the same magnitude and type of impact(s) with each release. The actual impacts would depend on the environmental factors such as real-time and forecast winds and currents during each release and the types/quantities of ecological and socio-economic resources present.

The model results here are based on running the ASA Spill Impact Model Application Package (SIMAP) two hundred times for each of the five spill volumes shown in Table 2-1. The model randomly selects the date of the release, and corresponding environmental, wind, and ocean current information from a long-term wind and current database. When a spill occurs, the trajectory, fate, and effects of the oil will depend on environmental variables, such as the wind and current directions over the course of the oil release, as well as seasonal effects. The magnitude and nature of potential impacts to resources will also generally have a strong seasonal component (e.g., timing of bird migrations, turtle nesting periods, fishing seasons, and tourism seasons).

Table 2-1: Potential oil release scenario types for the *Lancing*.

Scenario Type	Release per Episode	Time Period	Release Rate	Relative Likelihood	Response Tier
Chronic (0.1% of WCD)	77 bbl	Fairly regular intervals or constant	100 bbl over several days	More likely	Tier 1
Episodic (1% of WCD)	770 bbl	Irregular intervals	Over several hours or days	Most Probable	Tier 1-2
Most Probable (10% of WCD)	7,700 bbl	One-time release	Over several hours or days	Most Probable	Tier 2
Large (50% of WCD)	38,500 bbl	One-time release	Over several hours or days	Less likely	Tier 2-3
Worst Case	77,000 bbl	One-time release	Over several hours or days	Least likely	Tier 3

The modeling results represent 200 simulations for each spill volume with variations in spill trajectory based on winds and currents. The spectrum of the simulations gives a perspective on the variations in likely impact scenarios. Some resources will be impacted in nearly all cases; some resources may not be impacted unless the spill trajectory happens to go in that direction based on winds and currents at the time of the release and in its aftermath.

For the large and WCD scenarios, the duration of the release was assumed to be 12 hours, envisioning a storm scenario where the wreck is damaged or broken up, and the model simulations were run for a period of 30 days. The releases were assumed to be from a depth between 2-3 meters above the sea floor, using the information known about the wreck location and depth. It is important to acknowledge that these scenarios are only for this screening-level assessment. Detailed site/vessel/and seasonally specific modeling would need to be conducted prior to any intervention on a specific wreck.

Oil Type for Release

The *Lancing* contained a maximum of 64,255 bbl of "pool marine fuel oil" as cargo (which is similar to a light fuel oil and a Group II oil) and 12,500 bbl of bunker fuel oil (a Group IV oil). Because the bulk of the oil likely remaining on board is the cargo (the torpedo struck at the engine room), the oil spill model was run using light fuel oil.

Oil Thickness Thresholds

The model results are reported for different oil thickness thresholds, based on the amount of oil on the water surface or shoreline and the resources potentially at risk. Table 2-2 shows the terminology and thicknesses used in this report, for both oil thickness on water and the shoreline. For oil on the water surface, a thickness of 0.01 g/m^2, which would appear as a barely visible sheen, was used as the threshold for socio-economic impacts because often fishing is prohibited in areas with any visible oil, to prevent contamination of fishing gear and catch. A thickness of 10 g/m^2 was used as the threshold for ecological impacts, primarily due to impacts to birds, because that amount of oil has been observed to be enough to mortally impact birds and other wildlife. In reality, it is very unlikely that oil would be evenly distributed on the water surface. Spilled oil is always distributed patchily on the water surface in bands or tarballs with clean water in between. So, Table 2-2a shows the number of tarballs per acre on the water surface for these oil thickness thresholds, assuming that each tarball was a sphere that was 1 inch in diameter.

For oil stranded onshore, a thickness of 1 g/m^2 was used as the threshold for socio-economic impacts because that amount of oil would conservatively trigger the need for shoreline cleanup on amenity beaches. A thickness of 100 g/m^2 was used as the threshold for ecological impacts based on a synthesis of the literature showing that shoreline life has been affected by this degree of oiling.[2] Because oil often strands onshore as tarballs, Table 2-2b shows the number of tarballs per m^2 on the shoreline for these oil thickness thresholds, assuming that each tarball was a sphere that was 1 inch in diameter.

Table 2-2a: Oil thickness thresholds used in calculating area of water impacted. Refer to Sections 3 and 4 for explanations of the thresholds for ecological and socio-economic resource impacts.

Oil Description	Sheen Appearance	Approximate Sheen Thickness		No. of 1 inch Tarballs	Threshold/Risk Factor
Oil Sheen	Barely Visible	0.00001 mm	0.01 g/m^2	~5-6 tarballs per acre	Socio-economic Impacts to Water Surface/Risk Factor 4B-1 and 2
Heavy Oil Sheen	Dark Colors	0.01 mm	10 g/m^2	~5,000-6,000 tarballs per acre	Ecological Impacts to Water Surface/ Risk Factor 3B-1 and 2

Table 2-2b: Oil thickness thresholds used in calculating miles of shoreline impacted. Refer to Sections 3 and 4 for explanations of the thresholds for ecological and socio-economic resource impacts.

Oil Description	Oil Appearance	Approximate Sheen Thickness		No. of 1 inch Tarballs	Threshold/Risk Factor
Oil Sheen/Tarballs	Dull Colors	0.001 mm	1 g/m^2	~0.12-0.14 tarballs/m^2	Socio-economic Impacts to Shoreline Users/Risk Factor 4C-1 and 2
Oil Slick/Tarballs	Brown to Black	0.1 mm	100 g/m^2	~12-14 tarballs/m^2	Ecological Impacts to Shoreline Habitats/Risk Factor 3C-1 and 2

Potential Impacts to the Water Column

Impacts to the water column from an oil release from the *Lancing* will be determined by the volume of leakage. Because oil from sunken vessels will be released at low pressures, the droplet sizes will be large enough for the oil to float to the surface. Therefore, impacts to water column resources will result from the natural dispersion of the floating oil slicks on the surface, which is limited to about the top 33 feet. The metric used for ranking impacts to the water column is the area of water surface in mi^2 that has been contaminated by 1 part per billion (ppb) oil to a depth of 33 feet. At 1 ppb, there are likely to be impacts to sensitive organisms in the water column and potential tainting of seafood, so this concentration is used as a screening threshold for both the ecological and socio-economic risk factors for water column resource impacts. To assist planners in understanding the scale of potential impacts for different leakage volumes, a regression curve was generated for the water column volume oiled using the five volume scenarios, which is shown in Figure 2-1. Using this figure, the water column impacts can be estimated for any spill volume.

[2] French, D., M. Reed, K. Jayko, S. Feng, H. Rines, S. Pavignano, T. Isaji, S. Puckett, A. Keller, F. W. French III, D. Gifford, J. McCue, G. Brown, E. MacDonald, J. Quirk, S. Natzke, R. Bishop, M. Welsh, M. Phillips and B.S. Ingram, 1996. The CERCLA type A natural resource damage assessment model for coastal and marine environments (NRDAM/CME), Technical Documentation, Vol. I - V. Office of Environmental Policy and Compliance, U.S. Dept. of the Interior, Washington, DC.

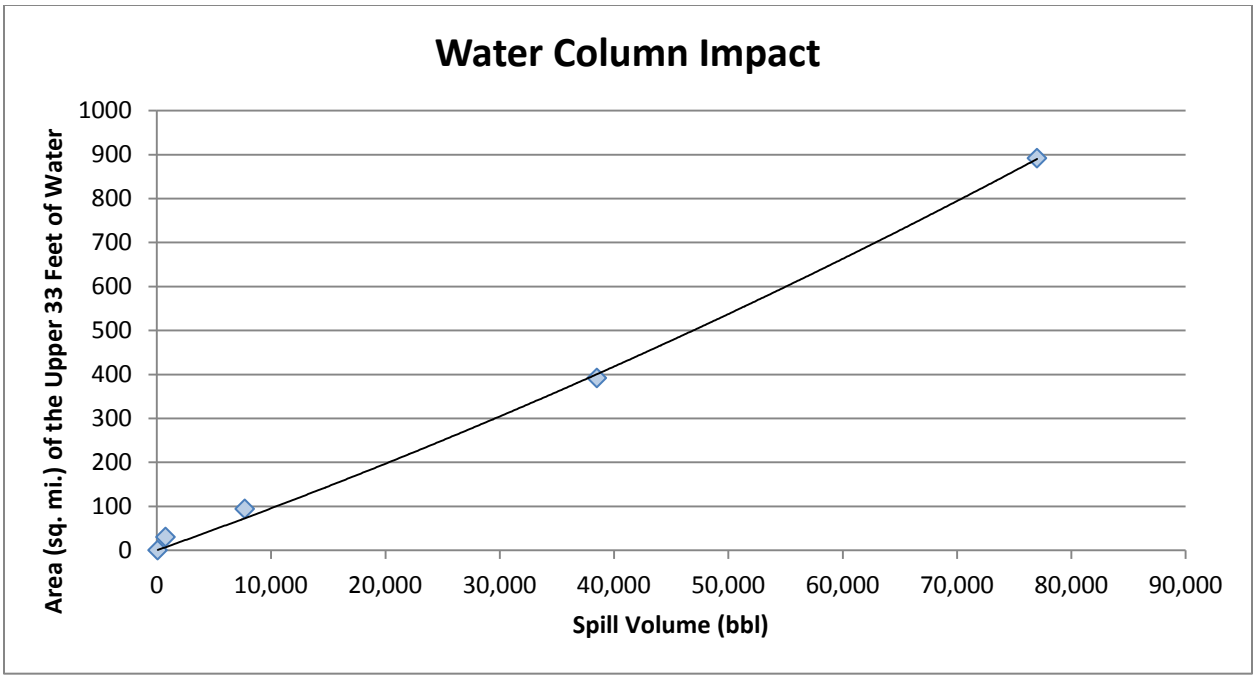


Figure 2-1: Regression curve for estimating the volume of water column at or above 1 ppb aromatics impacted as a function of spill volume for the *Lancing*.

Potential Water Surface Slick

The slick size from an oil release from the *Lancing* is a function of the quantity released. The estimated water surface coverage by a fresh slick (the total water surface area "swept" by oil over time) for the various scenarios is shown in Table 2-3, as the mean result of the 200 model runs. Note that this is an estimate of total water surface affected over a 30-day period. The slick will not be continuous but rather be broken and patchy due to the subsurface release of the oil. Surface expression is likely to be in the form of sheens, tarballs, and streamers.

Table 2-3: Estimated slick area swept on water for oil release scenarios from the *Lancing*.

Scenario Type	Oil Volume (bbl)	Estimated Slick Area Swept Mean of All Models	
		0.01 g/m²	10 g/m²
Chronic	77	1,500 mi²	113 mi²
Episodic	770	5,000 mi²	554 mi²
Most Probable	7,700	15,200 mi²	2,800 mi²
Large	38,500	31,200 mi²	8,100 mi²
Worst Case Discharge	77,000	43,300 mi²	11,900 mi²

The location, size, shape, and spread of the oil slick(s) from an oil release from the *Lancing* will depend on environmental conditions, including winds and currents, at the time of release and in its aftermath. The areas potentially affected by oil slicks, given that we cannot predict when the spill might occur and the range of possible wind and current conditions that might prevail after a release, are shown in Figure 2-2 and Figure 2-3 using the Most Probable volume and the socio-economic and ecological thresholds.

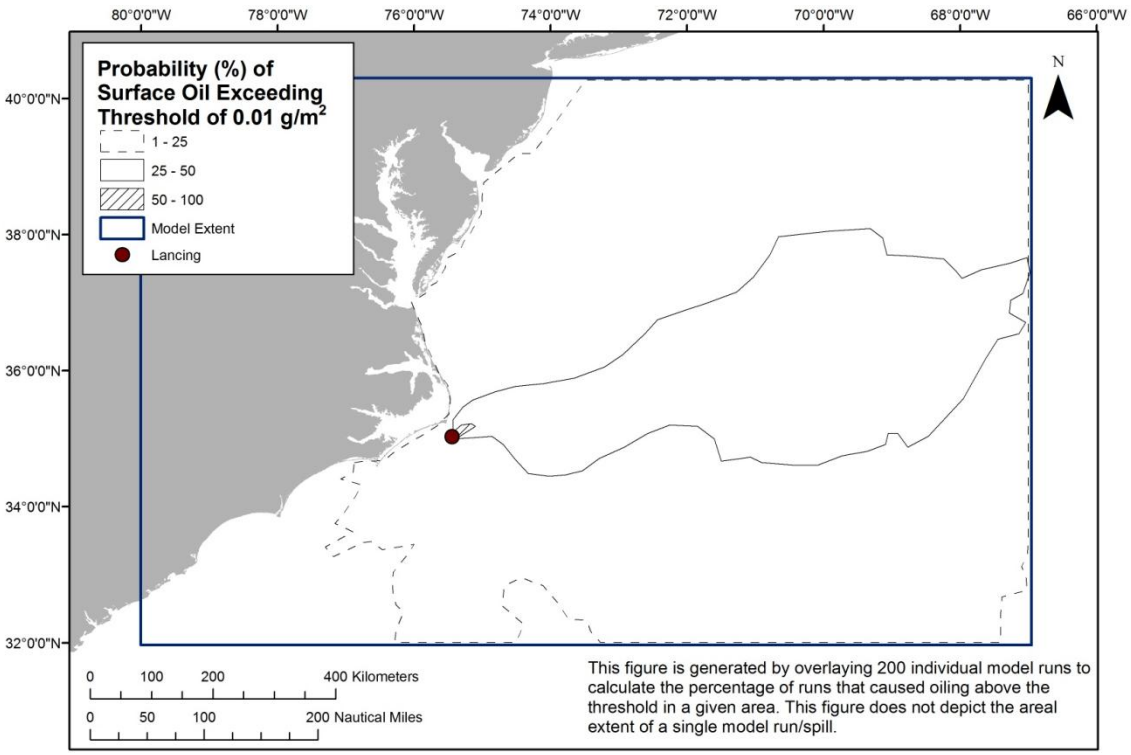


Figure 2-2: Probability of surface oil (exceeding 0.01 g/m^2) from the Most Probable spill of 7,700 bbl of light fuel oil from the *Lancing* at the threshold for socio-economic resources at risk.

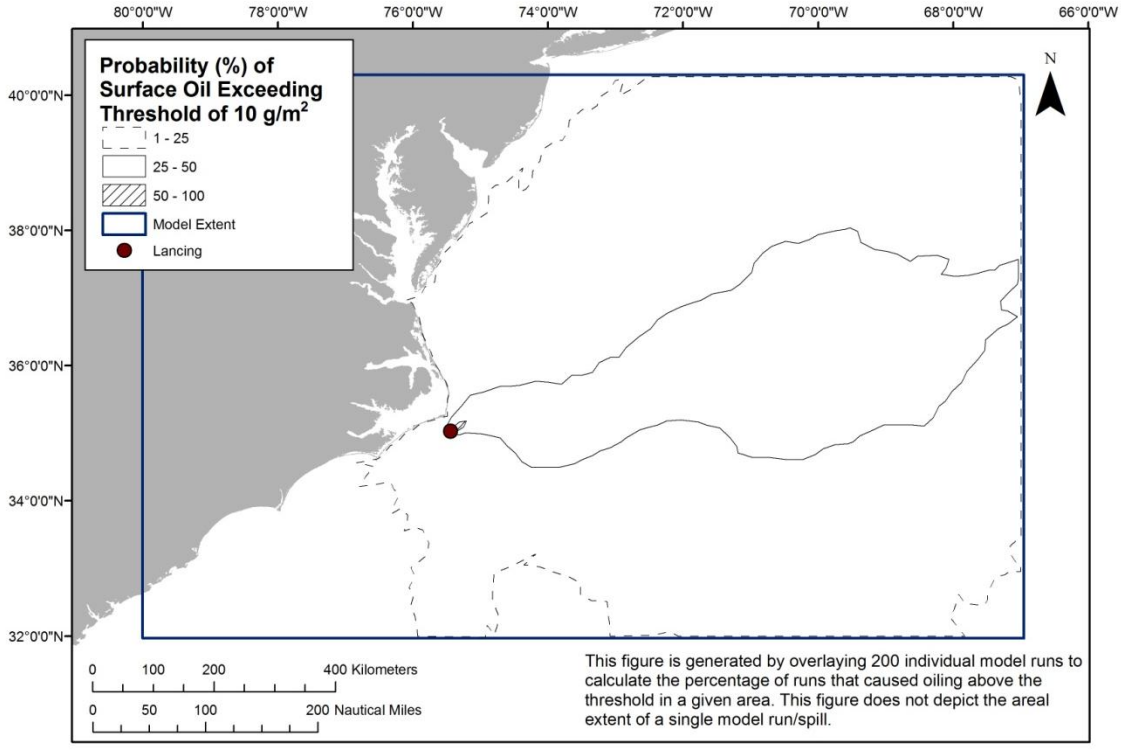


Figure 2-3: Probability of surface oil (exceeding 10 g/m^2) from the Most Probable spill of 7,700 bbl of light fuel oil from the *Lancing* at the threshold for ecological resources at risk.

The maximum potential cumulative area swept by oil slicks at some time after a Most Probable Discharge is shown in Figure 2-4 as the timing of oil movements.

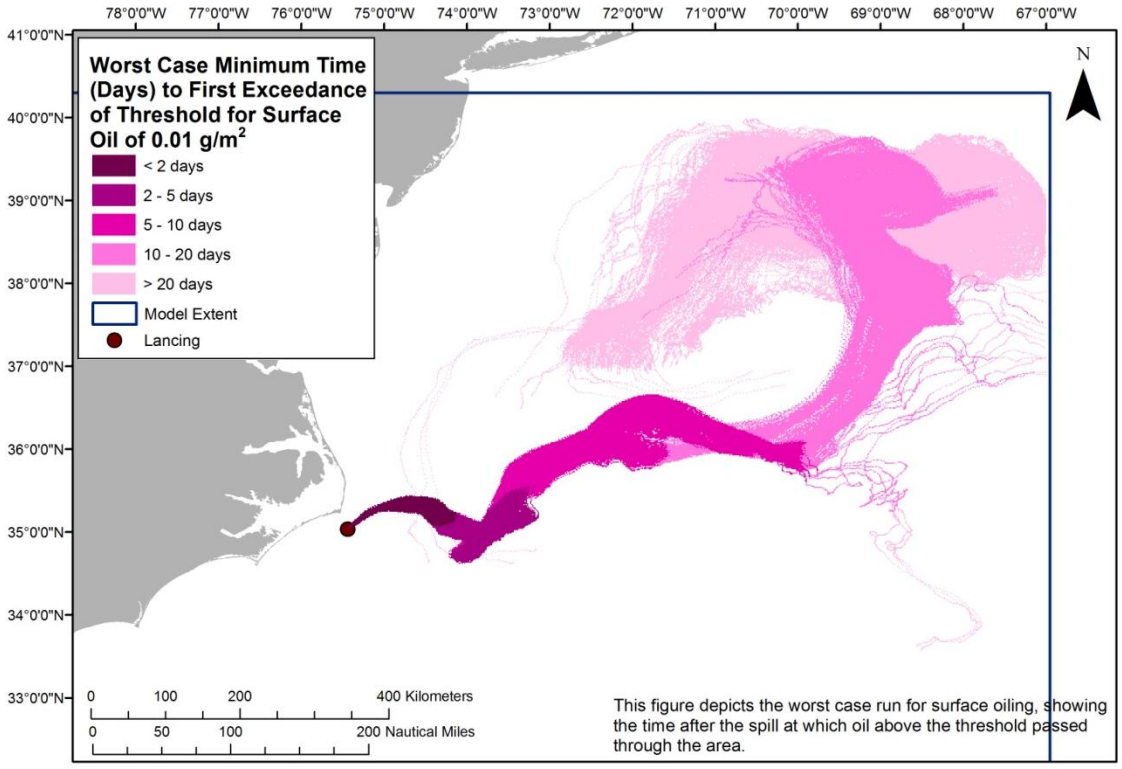


Figure 2-4: Water surface oiling from the Most Probable spill of 7,700 bbl of light fuel oil from the *Lancing* shown as the area over which the oil spreads at different time intervals.

The actual area affected by a release will be determined by the volume of leakage, whether it is from one or more tanks at a time. To assist planners in understanding the scale of potential impacts for different leakage volumes, a regression curve was generated for the water surface area oiled using the five volume scenarios, which is shown in Figure 2-5. Using this figure, the area of water surface with a barely visible sheen can be estimated for any spill volume.

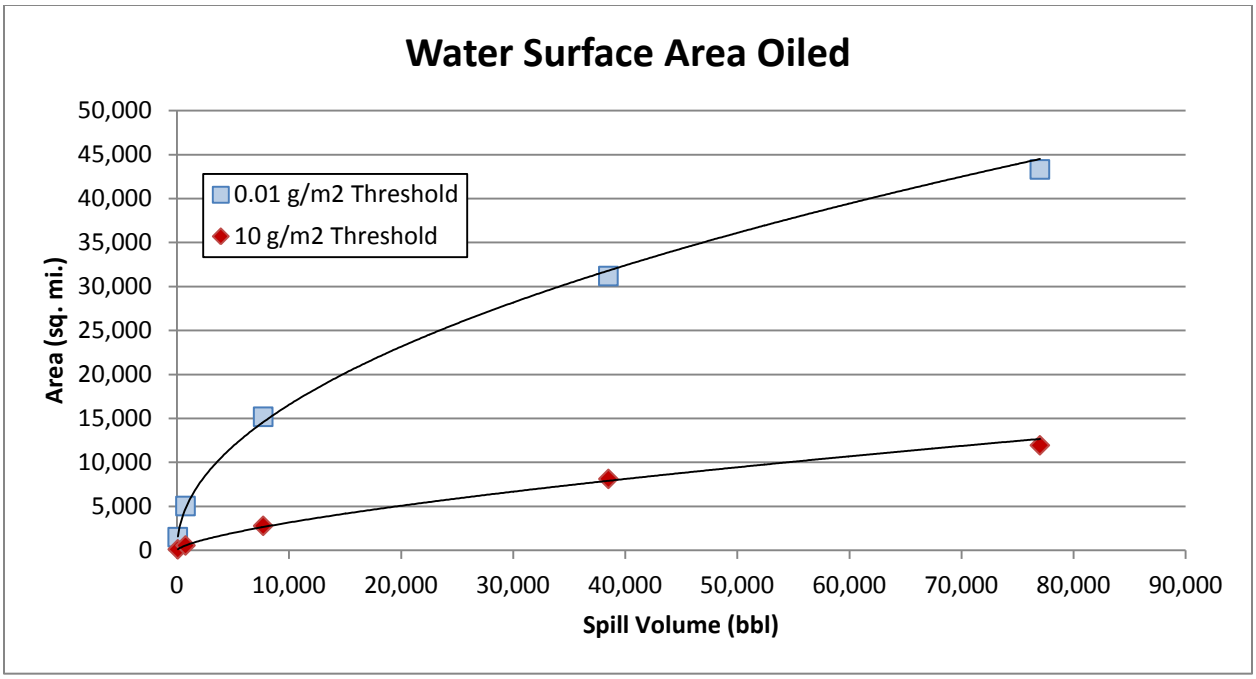


Figure 2-5: Regression curve for estimating the amount of water surface oiling as a function of spill volume for the *Lancing*, showing both the ecological threshold of 10 g/m^2 and socio-economic threshold of 0.01 g/m^2.

Potential Shoreline Impacts

Based on these modeling results, shorelines from as far north as the Manasquan River, New Jersey, to as far south as Cape Lookout, North Carolina, are at risk. Figure 2-6 shows the probability of oil stranding on the shoreline at concentrations that exceed the threshold of 1 g/m^2, for the Most Probable release of 7,700 bbl. However, the specific areas that would be oiled will depend on the currents and winds at the time of the oil release(s), as well as on the amount of oil released. Figure 2-7 shows the single oil spill scenario that resulted in the maximum extent of shoreline oiling for the Most Probable volume. Estimated miles of shoreline oiling above the threshold of 1 g/m^2 by scenario type are shown in Table 2-4.

Table 2-4: Estimated shoreline oiling from leakage from the *Lancing*.

Scenario Type	Volume (bbl)	Estimated Miles of Shoreline Oiling Above 1 g/m^2			
		Rock/Gravel/Artificial	Sand	Wetland/Mudflat	Total
Chronic	77	0	0	0	0
Episodic	770	0	0	0	0
Most Probable	7,700	0	3	0	3
Large	38,500	0	9	0	9
Worst Case Discharge	77,000	0	13	0	13

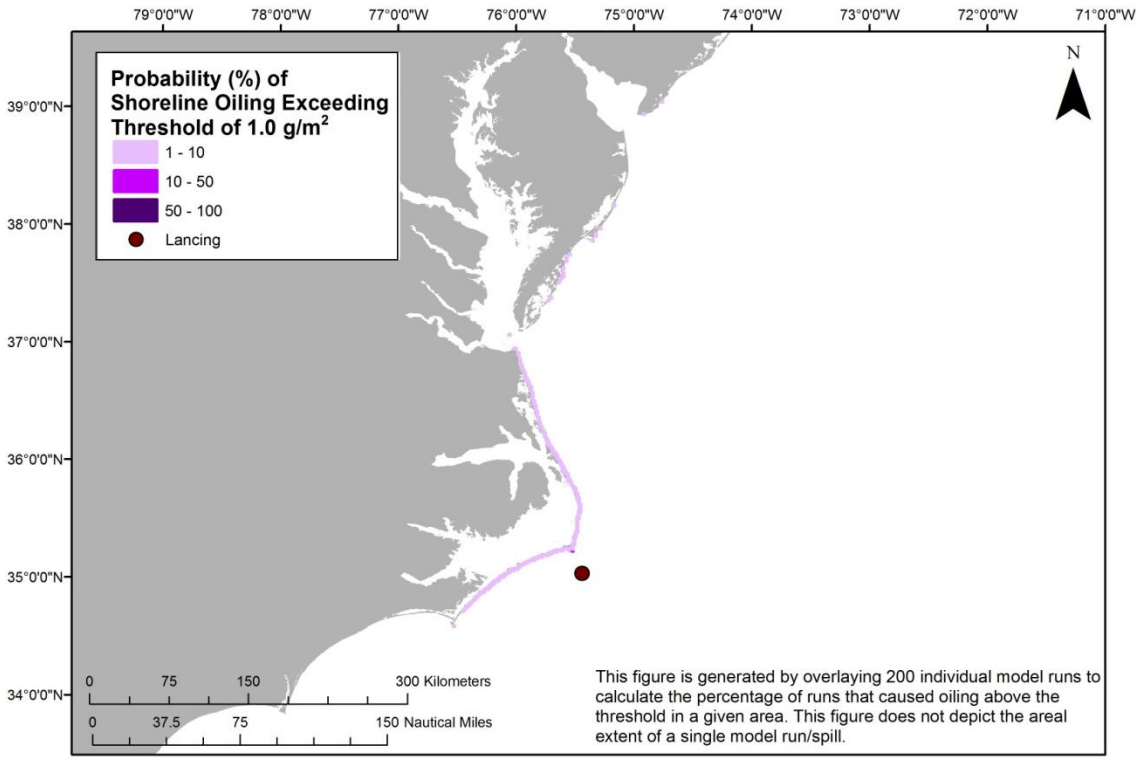


Figure 2-6: Probability of shoreline oiling (exceeding 1.0 g/m^2) from the Most Probable Discharge of 7,700 bbl of light fuel oil from the *Lancing*.

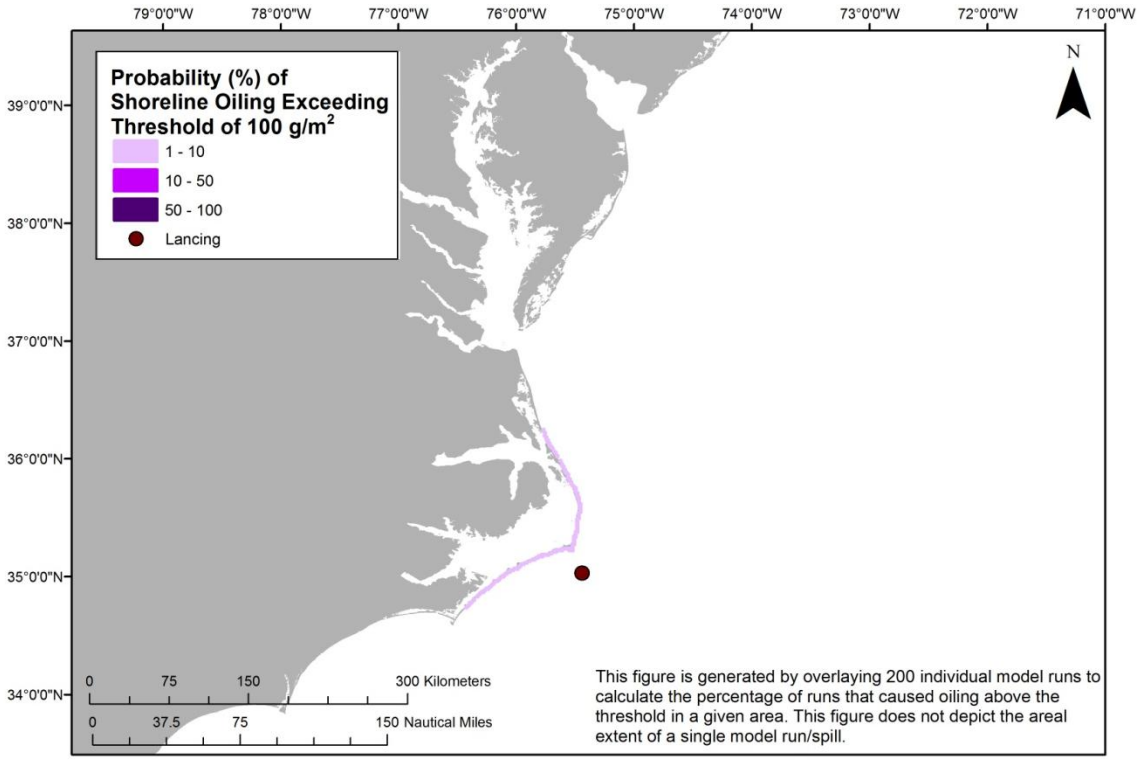


Figure 2-7: The extent and degree of shoreline oiling from the single model run of the Most Probable Discharge of 7,700 bbl of light fuel oil from the *Lancing* that resulted in the greatest shoreline oiling.

The actual shore length affected by a release will be determined by the volume of leakage and environmental conditions during an actual release. To assist planners in scaling the potential impact for different leakage volumes, a regression curve was generated for the total shoreline length oiled using the five volume scenarios, which is shown in Figure 2-8. Using this figure, the shore length oiled can be estimated for any spill volume.

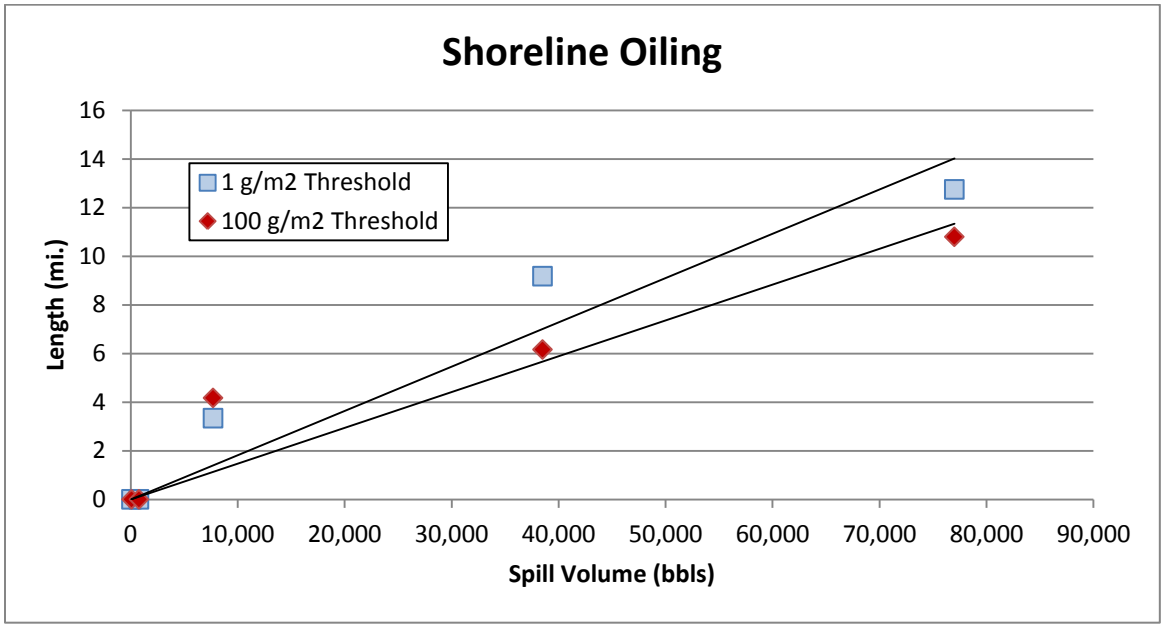


Figure 2-8: Regression curve for estimating the amount of shoreline oiling at different thresholds as a function of spill volume for the *Lancing*.

The worst case scenario for shoreline exposure along the potentially impacted area for the WCD volume (Table 2-5) and the Most Probable volume (Table 2-6) consists primarily of sand beaches. Salt marshes and tidal flats near tidal inlets are also at risk.

Table 2-5: Worst case scenario shoreline impact by habitat type and oil thickness for a leakage of 7,700 bbl from the *Lancing*.

Shoreline/Habitat Type	Lighter Oiling Oil Thickness <1 mm Oil Thickness >1 g/m²	Heavier Oiling Oil Thickness >1 mm Oil Thickness >100 g/m²
Rocky and artificial shores/Gravel beaches	0 miles	0 miles
Sand beaches	33 miles	31 miles
Salt marshes and tidal flats	2 miles	1 mile

Table 2-6: Worst case scenario shoreline impact by habitat type and oil thickness for a leakage of 7,700 bbl from the *Lancing*.

Shoreline/Habitat Type	Lighter Oiling Oil Thickness <1 mm Oil Thickness >1 g/m²	Heavier Oiling Oil Thickness >1 mm Oil Thickness >100 g/m²
Rocky and artificial shores/Gravel beaches	0 miles	0 miles
Sand beaches	4 miles	4 miles
Salt marshes and tidal flats	0 miles	0 miles

SECTION 3: ECOLOGICAL RESOURCES AT RISK

Ecological resources at risk from a catastrophic release of oil from the *Lancing* (Table 3-1) include numerous guilds of birds, particularly those sensitive to surface oiling while rafting or plunge diving to feed and are present in nearshore/offshore waters. Large numbers of birds winter in both coastal and offshore waters and significant stretches of barrier island support nesting seabirds. Oceanic waters in the region are extremely productive due to the meeting of the Gulf Stream and colder northern waters north of Cape Hatteras. Temperature fronts and eddies provide important foraging habitat for numerous species of seabirds, marine mammals, and fish.

Table 3-1: Ecological resources at risk from a release of oil from the *Lancing*.
(FT = Federal threatened; FE = Federal endangered; ST = State threatened; SE = State endangered).

Species Group	Species Subgroup and Geography	Seasonal Presence
Pelagic seabirds	Outer Continental Shelf (OCS) offshore of Cape Hatteras has the greatest diversity of seabirds and highest density of tropical seabirds in SE U.S., including shearwaters, storm-petrels, Bermuda petrels, and tropicbirds • Mid-Atlantic inshore/offshore waters: 150K loons, 6K pelicans, 100s of thousands of cormorants and terns, millions of gulls *Spring/Summer* • Seabird species groups using Mid-Atlantic U.S. waters include boobies (~300K) and alcids (tens of thousands) • Significant percentage of the global population of black-capped petrels (FE) may be present around *Sargassum* mats off Cape Hatteras • Audubon's shearwaters (50-75% of population) concentrate along the continental shelf break off NC (~3,800 pairs) • Outer Banks/inshore waters NC-VA are foraging area for gulls and terns *Migratory* • Nearshore waters are a key migration corridor for loons and sea ducks • Hatteras NS and Eastern shore of VA: critical migratory area for red knot *Wintering* • Bufflehead, mergansers, goldeneyes (12K) use waters from 0-14 nm offshore • Surf scoter (up to tens of thousands) and black scoter (thousands) use waters > 2nm from shore in NC waters • Shoals are aggregation areas for loons, pelicans, cormorants, sea ducks, gulls, terns, alcids; scoters are 10X more abundant than other species on shoals and large numbers concentrate off VA/Chesapeake Bay • Wintering skuas, northern gannets, razorbills, red-breasted merganser and red phalaropes are common in offshore waters near Cape Hatteras	OCS assemblages change seasonally Petrels more common summer to early fall; black-capped petrels can be found year round in the Gulf Stream Shearwaters off of NC/VA in late summer Terns more common spring/summer Red knot present Jul and Apr Sea ducks, loons present in winter; migrate in fall and spring (Oct-Apr) Winter use of shoals (Dec-Mar); summer use of shoals likely farther north Gannets and red-breasted merganser wintering
Shorebirds and Colonial Nesting Birds	• Outer Banks, Cape Hatteras, and Cape Lookout: globally important for coastal birds with 365+ species • Least terns (FT; 464 nests) nesting on NC beaches of Hatteras National Seashore and north to Manteo • Piping plover (FT) critical nesting areas on VA eastern shore • Piping plover, willet, American oystercatcher, black skimmer, least tern, common tern all nesting along the Atlantic shoreline	Colonial and beach nesters peak Apr-Aug Winter migration stop for plovers
Sea Turtles	Nesting mostly occurs in NC (annual counts along shorelines with most probable impacts). • 650+ Loggerhead (FT)	Nesting season: Adults: May-Sept Hatching: May-Dec

Species Group	Species Subgroup and Geography	Seasonal Presence
	• <20 Green (FT) • <10 Leatherback (FE) Distribution: • Offshore hot spots not well known • Newly hatched loggerheads can be found in the Gulf Stream • Young associate with *Sargassum* mats off of Cape Hatteras • Bays and sounds are foraging grounds for juvenile green, loggerhead, and Kemp's ridley (FE)	In water: Year round with Apr-Dec peak
Marine Mammals	*Baleen whales*: Primarily North Atlantic right whale (FE) and fin whale (FE) with occasional humpback whale (FE), sei whale (FE) and minke whale • Right whales are critically endangered (<400 individuals left); coastal waters are used as a migratory pathway and border the northern extent of calving grounds • Juvenile humpbacks forage offshore during the winter *Inshore cetaceans:* Bottlenose dolphin and harbor porpoise use coastal waters out to the shelf break *Offshore cetaceans*: Pilot whale, Risso's dolphin, striped dolphin, common dolphin, Atlantic spotted dolphin, spinner dolphin, false killer whale • Often associated with shelf edge features, convergence zones (fronts), and *Sargassum* mats (summer)	Baleen whales present fall-spring. Adults migrate from feeding grounds in North Atlantic to calving grounds further south Bottlenose dolphins present year round
Fish and Inverts	Coastal ocean waters support many valuable fisheries and/or species of concern in the region: • *Benthic or bottom associated*: Sea scallop, scup, black sea bass, butterfish, goosefish, scamp, horseshoe crab, tilefish, other reef species • *Midwater*: Atlantic mackerel, Spanish mackerel, shortfin squid, bluefish, menhaden, spiny dogfish, smooth dogfish, • *Pelagic*: Bluefin tuna, yellowfin tuna, wahoo, dolphinfish, bigeye tuna, swordfish, marlins, sunfish • *Diadromous*: Alewife, blueback herring, American shad, hickory shad, Atlantic tomcod, American eel, Atlantic sturgeon (Fed. species of concern), shortnose sturgeon (FE), striped bass • *Estuarine dependent*: Southern flounder, spotted seatrout, blue crab, Atlantic croaker, spot, weakfish, shrimp • *Estuarine resident*: Eastern oyster, northern quahog Important concentration/conservation areas are: • Pelagic species can be more concentrated around the shelf break and at oceanographic fronts in the region • The Point (offshore of Cape Hatteras) – Essential Fish Habitat/Habitats Areas of Particular Concern (EFH/HAPC) for coastal migratory pelagics and dolphin/wahoo • Many anadromous and estuarine dependent species overwinter in nearshore Atlantic waters • *Sargassum* mats off Cape Hatteras provide foraging opportunities and shelter for juvenile fish and invertebrates • Coastal sharks use nearshore and estuarine waters as pupping and nursery grounds	Benthic and midwater species are present throughout the year Bluefin tunas present fall-spring; dolphin more common in the summer; other pelagic fish present year round Anadromous fish migrate inshore to spawn in fresh water in the spring American eel migrates offshore to spawn in the winter Estuarine dependent fish migrate offshore in the fall/winter to spawn; juveniles and adults use estuaries during the spring/summer
Benthic Habitats	Submerged aquatic vegetation is critical to numerous species and occurs inside of bays and sounds throughout the region Scattered hard-bottom sites are located off NC and are considered HAPC for reef-associated fishes (including the areas listed above)	Year round

The Environmental Sensitivity Index (ESI) atlases for the potentially impacted coastal areas from a leak from the *Lancing* are generally available at each U.S. Coast Guard Sector. They can also be downloaded at: http://response.restoration.noaa.gov/esi. These maps show detailed spatial information on the distribution of sensitive shoreline habitats, biological resources, and human-use resources. The tables on the back of the maps provide more detailed life-history information for each species and location. The ESI atlases should be consulted to assess the potential environmental resources at risk for specific spill scenarios. In addition, the Geographic Response Plans within the Area Contingency Plans prepared by the Area Committee for each U.S. Coast Guard Sector have detailed information on the nearshore and shoreline ecological resources at risk and should be consulted.

Ecological Risk Factors

Risk Factor 3: Impacts to Ecological Resources at Risk (EcoRAR)

Ecological resources include plants and animals (e.g., fish, birds, invertebrates, and mammals), as well as the habitats in which they live. All impact factors are evaluated for both the Worst Case and the Most Probable Discharge oil release from the wreck. Risk factors for ecological resources at risk (EcoRAR) are divided into three categories:

- Impacts to the water column and resources in the water column;
- Impacts to the water surface and resources on the water surface; and
- Impacts to the shoreline and resources on the shoreline.

The impacts from an oil release from the wreck would depend greatly on the direction in which the oil slick moves, which would, in turn, depend on wind direction and currents at the time of and after the oil release. Impacts are characterized in the risk analysis based on the likelihood of any measurable impact, as well as the degree of impact that would be expected if there is an impact. The measure of the degree of impact is based on the median case for which there is at least some impact. The median case is the "middle case" – half of the cases with significant impacts have less impact than this case, and half have more.

For each of the three ecological resources at risk categories, risk is defined as:

- The **probability of oiling** over a certain threshold (i.e., the likelihood that there will be an impact to ecological resources over a certain minimal amount); and
- The **degree of oiling** (the magnitude or amount of that impact).

As a reminder, the ecological impact thresholds are: 1 ppb aromatics for water column impacts; 10 g/m^2 for water surface impacts; and 100 g/m^2 for shoreline impacts.

In the following sections, the definition of low, medium, and high for each ecological risk factor is provided. Also, the classification for the *Lancing* is provided, both as text and as shading of the applicable degree of risk bullet, for the WCD release of 77,000 bbl and a border around the Most Probable Discharge of 7,700 bbl.

Risk Factor 3A: Water Column Impacts to EcoRAR

Water column impacts occur beneath the water surface. The ecological resources at risk for water column impacts are fish, marine mammals, and invertebrates (e.g., shellfish, and small organisms that are food for larger organisms in the food chain). These organisms can be affected by toxic components in the oil. The threshold for water column impact to ecological resources at risk is a dissolved aromatic hydrocarbons concentration of 1 ppb (i.e., 1 part total dissolved aromatics per one billion parts water). Dissolved aromatic hydrocarbons are the most toxic part of the oil. At this concentration and above, one would expect impacts to organisms in the water column.

Risk Factor 3A-1: Water Column Probability of Oiling of EcoRAR

This risk factor reflects the probability that at least 0.2 mi^2 of the upper 33 feet of the water column would be contaminated with a high enough concentration of oil to cause ecological impacts. The three risk scores for water column oiling probability are:

- **Low Oiling Probability:** Probability = <10%
- **Medium Oiling Probability:** Probability = 10 – 50%
- **High Oiling Probability:** Probability > 50%

Risk Factor 3A-2: Water Column Degree of Oiling of EcoRAR

The degree of oiling of the water column reflects the total volume of water that would be contaminated by oil at a concentration high enough to cause impacts. The three categories of impact are:

- **Low Impact:** impact on less than 0.2 mi^2 of the upper 33 feet of the water column at the threshold level
- **Medium Impact**: impact on 0.2 to 200 mi^2 of the upper 33 feet of the water column at the threshold level
- **High Impact:** impact on more than 200 mi^2 of the upper 33 feet of the water column at the threshold level

The *Lancing* is classified as High Risk for oiling probability for water column ecological resources for the WCD of 77,000 bbl because 99% of the model runs resulted in contamination of more than 0.2 mi^2 of the upper 33 feet of the water column above the threshold of 1 ppb aromatics. It is classified as High Risk for degree of oiling because the mean volume of water contaminated was 890 mi^2 of the upper 33 feet of the water column. For the Most Probable Discharge of 7,700 bbl, the *Lancing* is classified as Medium Risk for oiling probability for water column ecological resources because 42% of the model runs resulted in contamination of more than 0.2 mi^2 of the upper 33 feet of the water column above the threshold of 1 ppb aromatics. It is classified as Medium Risk for degree of oiling because the mean volume of water contaminated was 94 mi^2 of the upper 33 feet of the water column.

Risk Factor 3B: Water Surface Impacts to EcoRAR

Ecological resources at risk at the water surface include surface feeding and diving sea birds, sea turtles, and marine mammals. These organisms can be affected by the toxicity of the oil as well as from coating with oil. The threshold for water surface oiling impact to ecological resources at risk is 10 g/m^2 (10 grams of floating oil per square meter of water surface). At this concentration and above, one would expect impacts to birds and other animals that spend time on the water surface.

Risk Factor 3B-1: Water Surface Probability of Oiling of EcoRAR

This risk factor reflects the probability that at least 1,000 mi^2 of the water surface would be affected by enough oil to cause impacts to ecological resources. The three risk scores for oiling are:

- **Low Oiling Probability:** Probability = <10%
- **Medium Oiling Probability:** Probability = 10 – 50%
- **High Oiling Probability:** Probability > 50%

Risk Factor 3B-2: Water Surface Degree of Oiling of EcoRAR

The degree of oiling of the water surface reflects the total amount of oil that would affect the water surface in the event of a discharge from the vessel. The three categories of impact are:

- **Low Impact:** less than 1,000 mi^2 of water surface impact at the threshold level
- **Medium Impact:** 1,000 to 10,000 mi^2 of water surface impact at the threshold level
- **High Impact:** more than 10,000 mi^2 of water surface impact at the threshold level

The *Lancing* is classified as High Risk for oiling probability for water surface ecological resources for the WCD because 94% of the model runs resulted in at least 1,000 mi^2 of the water surface affected above the threshold of 10 g/m^2. It is classified as High Risk for degree of oiling because the mean area of water contaminated was 11,900 mi^2. The *Lancing* is classified as High Risk for oiling probability for water surface ecological resources for the Most Probable Discharge because 62% of the model runs resulted in at least 1,000 mi^2 of the water surface affected above the threshold of 10 g/m^2. It is classified as Medium Risk for degree of oiling because the mean area of water contaminated was 2,800 mi^2.

Risk Factor 3C: Shoreline Impacts to EcoRAR

The impacts to different types of shorelines vary based on their type and the organisms that live on them. In this risk analysis, shorelines have been weighted by their degree of sensitivity to oiling. Wetlands are the most sensitive (weighted as "3" in the impact modeling), rocky and gravel shores are moderately sensitive (weighted as "2"), and sand beaches (weighted as "1") are the least sensitive to ecological impacts of oil.

Risk Factor 3C-1: Shoreline Probability of Oiling of EcoRAR

This risk factor reflects the probability that the shoreline would be coated by enough oil to cause impacts to shoreline organisms. The threshold for shoreline oiling impacts to ecological resources at risk is 100 g/m^2 (i.e., 100 grams of oil per square meter of shoreline). The three risk scores for oiling are:

- **Low Oiling Probability:** Probability = <10%
- **Medium Oiling Probability:** Probability = 10 – 50%
- **High Oiling Probability:** Probability > 50%

Risk Factor 3C-2: Shoreline Degree of Oiling of EcoRAR

The degree of oiling of the shoreline reflects the length of shorelines oiled by at least 100 g/m^2 in the event of a discharge from the vessel. The three categories of impact are:

- **Low Impact:** less than 10 miles of shoreline impacted at the threshold level
- **Medium Impact:** 10 - 100 miles of shoreline impacted at the threshold level
- **High Impact:** more than 100 miles of shoreline impacted at the threshold level

The *Lancing* is classified as Low Risk for oiling probability for shoreline ecological resources for the WCD because 8% of the model runs resulted in shorelines affected above the threshold of 100 g/m^2. It is classified as Medium Risk for degree of oiling because the mean weighted length of shoreline contaminated was 11 miles. The *Lancing* is classified as Low Risk for oiling probability to shoreline ecological resources for the Most Probable Discharge because 1% of the model runs resulted in shorelines affected above the threshold of 100 g/m^2. It is classified as Low Risk for degree of oiling because the mean weighted length of shoreline contaminated was 4 miles.

Considering the modeled risk scores and the ecological resources at risk, the ecological risk from potential releases of the WCD of 77,000 bbl of light fuel oil from the *Lancing* is summarized as listed below and indicated in the far-right column in Table 3-2:

- Water column resources – Medium, because the area of highest exposure occurs in open shelf waters without any known concentrations of sensitive upper water column resources
- Water surface resources – High, because of the seasonally very large number of wintering, nesting, and migratory birds that use ocean, coastal, and estuarine habitats at risk and offshore concentrations of sea turtles. It should be noted that oil on the surface will not be continuous but rather be broken and patchy and in the form of sheens and streamers
- Shoreline resources – Low, because of the lower likelihood of significant amounts of light fuel oil to strand onshore and most of the potentially impacted shorelines are sand beaches where a light fuel oil would not be as persistent as heavier oils

Table 3-2: Ecological risk factor scores for the **Worst Case Discharge of 77,000 bbl** of light fuel oil from the *Lancing*.

Risk Factor	Risk Score			Explanation of Risk Score	Final Score
3A-1: Water Column Probability EcoRAR Oiling	Low	Medium	High	99% of the model runs resulted in at least 0.2 mi^2 of the upper 33 feet of the water column contaminated above 1 ppb aromatics	Med
3A-2: Water Column Degree EcoRAR Oiling	Low	Medium	High	The mean volume of water contaminated above 1 ppb was 890 mi^2 of the upper 33 feet of the water column	
3B-1: Water Surface Probability EcoRAR Oiling	Low	Medium	High	94% of the model runs resulted in at least 1,000 mi^2 of water surface covered by at least 10 g/m^2	High
3B-2: Water Surface Degree EcoRAR Oiling	Low	Medium	High	The mean area of water contaminated above 10 g/m^2 was 11,900 mi^2	
3C-1: Shoreline Probability EcoRAR Oiling	Low	Medium	High	8% of the model runs resulted in shoreline oiling of 100 g/m^2	Low
3C-2: Shoreline Degree EcoRAR Oiling	Low	Medium	High	The length of shoreline contaminated by at least 100 g/m^2 was 11 mi	

For the Most Probable Discharge of 7,700 bbl, the ecological risk from potential releases of light fuel oil from the *Lancing* is summarized as listed below and indicated in the far-right column in Table 3-3:

- Water column resources – Medium, because of the likely smaller volume of water column impacts
- Water surface resources – Medium, because the area affected is smaller, but there are still a large number of birds and sea turtles at risk. It should be noted that oil on the surface will not be continuous but rather be broken and patchy and in the form of sheens and streamers
- Shoreline resources – Low, because fewer miles of shoreline are at risk

Table 3-3: Ecological risk factor scores for the **Most Probable Discharge of 7,700 bbl** of light fuel oil from the *Lancing*.

Risk Factor	Risk Score			Explanation of Risk Score	Final Score
3A-1: Water Column Probability EcoRAR Oiling	Low	**Medium**	High	42% of the model runs resulted in at least 0.2 mi^2 of the upper 33 feet of the water column contaminated above 1 ppb aromatics	**Med**
3A-2: Water Column Degree EcoRAR Oiling	Low	**Medium**	High	The mean volume of water contaminated above 1 ppb was 94 mi^2 of the upper 33 feet of the water column	
3B-1: Water Surface Probability EcoRAR Oiling	Low	Medium	**High**	62% of the model runs resulted in at least 1,000 mi^2 of water surface covered by at least 10 g/m^2	**Med**
3B-2: Water Surface Degree EcoRAR Oiling	Low	**Medium**	High	The mean area of water contaminated above 10 g/m^2 was 2,800 mi^2	
3C-1: Shoreline Probability EcoRAR Oiling	**Low**	Medium	High	1% of the model runs resulted in shoreline oiling of 100 g/m^2	**Low**
3C-2: Shoreline Degree EcoRAR Oiling	**Low**	Medium	High	The length of shoreline contaminated by at least 100 g/m^2 was 4 mi	

SECTION 4: SOCIO-ECONOMIC RESOURCES AT RISK

In addition to natural resource impacts, spills from sunken wrecks have the potential to cause significant social and economic impacts. Socio-economic resources potentially at risk from oiling are listed in Table 4-1 and shown in Figures 4-1 and 4-2. The potential economic impacts include disruption of coastal economic activities such as commercial and recreational fishing, boating, vacationing, commercial shipping, and other activities that may become claims following a spill.

Socio-economic resources in the areas potentially affected by a release from the *Lancing* include very highly utilized recreational beaches from North Carolina to Delaware during summer, but also during spring and fall for shore fishing. Hotspots for chartered fishing vessels and recreational fishing party vessels include along the New Jersey shore, off the mouth of Delaware Bay, and off the outer banks of North Carolina. Many areas along the entire potential spill zone are widely popular seaside resorts and support recreational activities such as boating, diving, sightseeing, sailing, fishing, and wildlife viewing. There are two national seashores that could be affected.

There are several significant port areas that could potentially be affected with about 2,700 port calls annually with 108 million tonnage.

Commercial fishing is economically important to the region with a total of $77 million in landings annually.

In addition to the ESI atlases, the Geographic Response Plans within the Area Contingency Plans prepared by the Area Committee for each U.S. Coast Guard Sector have detailed information on important socio-economic resources at risk and should be consulted.

Spill response costs for a release of oil from the *Lancing* would be dependent on volume of oil released and specific areas impacted. The specific shoreline impacts and spread of the oil would determine the response required and the costs for that response.

Table 4-1: Socio-economic resources at risk from a release of oil from the *Lancing*.

Resource Type	Resource Name	Economic Activities
Tourist Beaches	Ocean City, MD Rehoboth Beach, DE Dewey Beach, DE Indian Beach, DE Bethany Beach, DE Middlesex Beach, DE Fenwick Island, DE	Potentially affected beach resorts and beach-front communities in Maryland, Delaware, and North Carolina provide recreational activities (e.g., swimming, boating, recreational fishing, wildlife viewing, nature study, sports, dining, camping, and amusement parks) with substantial income for local communities and state tax income. Many of these recreational activities are limited to or concentrated into the late spring into early fall months.

Resource Type	Resource Name	Economic Activities
National Seashores	Cape Hatteras National Seashore, NC Assateague Island National Seashore, MD and VA	National seashores provide recreation for local and tourist populations as well as preserve and protect the nation's natural shoreline treasures. National seashores are coastal areas federally designated as being of natural and recreational significance as a preserved area. Assateague Island is known for its feral horses. Cape Hatteras is known for its Bodie Island and Cape Hatteras Lighthouses. Popular recreation activities include windsurfing, birdwatching, fishing, shell collecting, and kayaking. The barrier islands provide refuge for the endangered piping plover, seabeach amaranth, and sea turtles.
National Wildlife Refuge	Fisherman Island NWR (VA) Eastern Shore of Virginia NWR (VA) Wallops Island NWR (VA) Chincoteague NWR (VA) Back Bay NWR (VA) Mackay Island NWR (NC) Currituck NWR (NC) Pea Island NWR (NC) Cedar Island NWR (NC)	National wildlife refuges in two states may be impacted. These federally managed and protected lands provide refuges and conservation areas for sensitive species and habitats.
State Parks	Assateague State Park, Maryland Delaware Seashore State Park, DE Cape Henlopen State Park, DE	Coastal state parks are significant recreational resources for the public (e.g., swimming, boating, recreational fishing, wildlife viewing, nature study, sports, dining, camping, and amusement parks). They provide income to the states. State parks in the states of Delaware and Maryland are potentially impacted. Many of these recreational activities are limited to or concentrated into the late spring into early fall months.
Commercial Fishing	A number of fishing fleets use potentially affected waters for commercial fishing purposes.	
	Chincoteague, Virginia	Total Landings (2010): $3.5M
	Ocean City, Maryland	Total Landings (2010): $8.8M
	Beaufort-Morehead City, NC	Total Landings (2010): $9.2M
	Belhaven-Washington, NC	Total Landings (2010): $3.7M
	Elizabeth City, NC	Total Landings (2010): $5.4M
	Engelhard-Swanquarter, NC	Total Landings (2010): $10.6M
	Oriental-Vandemere, NC	Total Landings (2010): $8.4M
	Sneads Ferry-Swansboro, NC	Total Landings (2010): $5.4M
	Wanchese-Stumpy Point, NC	Total Landings (2010): $22.0M
Ports	There are three commercial ports that could potentially be impacted by spillage and spill response activities. The port call numbers below are for large vessels only. There are many more, smaller vessels (under 400 GRT) that also use these ports.	
	Baltimore, MD	2,100 port calls annually
	Morehead City, NC	85 port calls annually
	Wilmington, NC	550 port calls annually

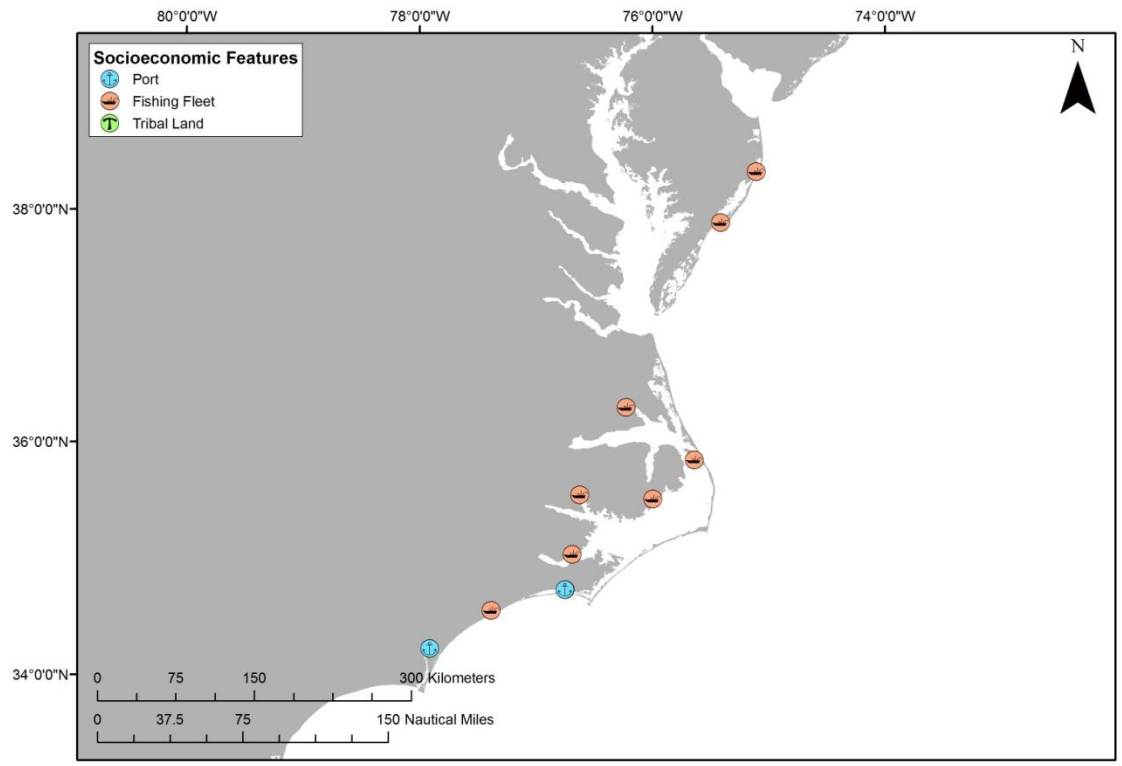


Figure 4-1: Tribal lands, ports, and commercial fishing fleets at risk from a release from the *Lancing*. (Note that there are no tribal lands at risk.)

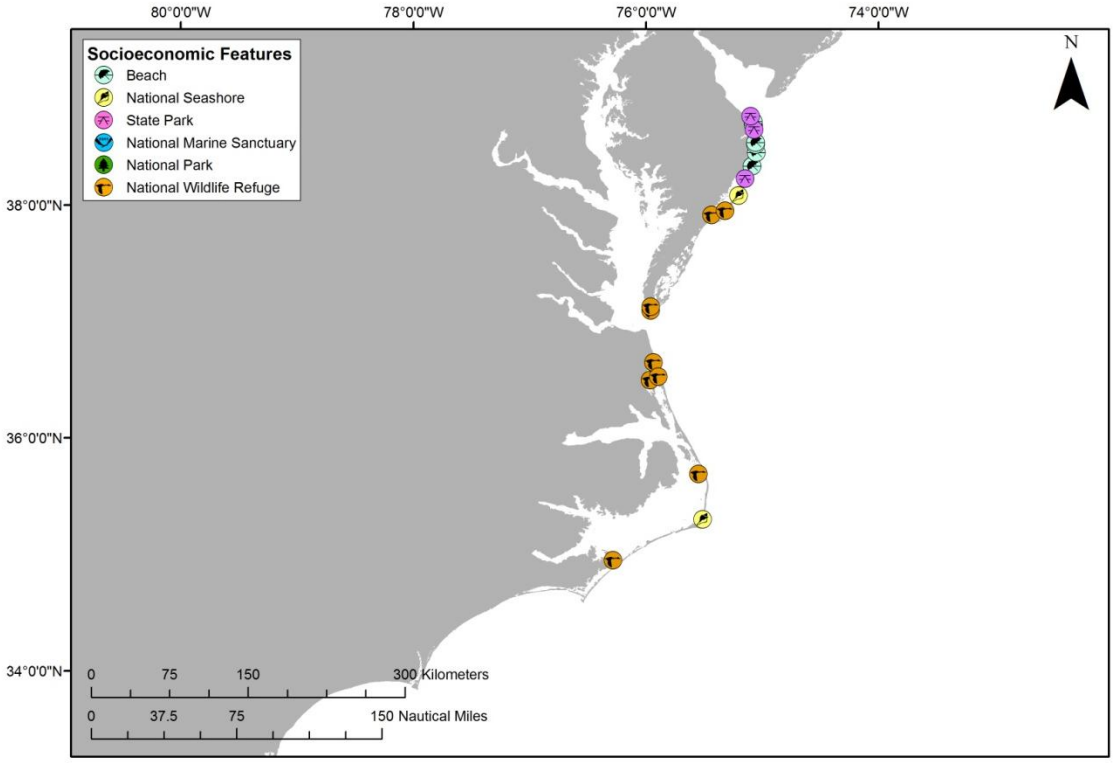


Figure 4-2: Beaches, coastal state parks, and Federal protected areas at risk from a release from the *Lancing*.

Socio-Economic Risk Factors

Risk Factor 4: Impacts to Socio-economic Resources at Risk (SRAR)

Socio-economic resources at risk (SRAR) include potentially impacted resources that have some economic value, including commercial and recreational fishing, tourist beaches, private property, etc. All impact factors are evaluated for both the Worst Case and the Most Probable Discharge oil release from the wreck. Risk factors for socio-economic resources at risk are divided into three categories:

- **Water Column:** Impacts to the water column and to economic resources in the water column (i.e., fish and invertebrates that have economic value);
- **Water Surface:** Impacts to the water surface and resources on the water surface (i.e., boating and commercial fishing); and
- **Shoreline:** Impacts to the shoreline and resources on the shoreline (i.e., beaches, real property).

The impacts from an oil release from the wreck would depend greatly on the direction in which the oil slick moves, which would, in turn, depend on wind direction and currents at the time of and after the oil release. Impacts are characterized in the risk analysis based on the likelihood of any measurable impact, as well as the degree of impact that would be expected if there is to be any impact. The measure of the degree of impact is based on the median case for which there is at least some impact. The median case is the "middle case" – half of the cases for which there are significant impacts have less impact than this case, and half have more.

For each of the three socio-economic resources at risk categories, risk is classified with regard to:

- The **probability of oiling** over a certain threshold (i.e., the likelihood that there will be exposure to socio-economic resources over a certain minimal amount known to cause impacts); and
- The **degree of oiling** (the magnitude or amount of that exposure over the threshold known to cause impacts).

As a reminder, the socio-economic impact thresholds are: 1 ppb aromatics for water column impacts; 0.01 g/m^2 for water surface impacts; and 1 g/m^2 for shoreline impacts.

In the following sections, the definition of low, medium, and high for each socio-economic risk factor is provided. Also, the classification for the *Lansing* is provided, both as text and as shading of the applicable degree of risk bullet, for the WCD release of 77,000 bbl and a border around the Most Probable Discharge 7,700 bbl.

Risk Factor 4A-1: Water Column: Probability of Oiling of SRAR

This risk factor reflects the probability that at least 0.2 mi^2 of the upper 33 feet of the water column would be contaminated with a high enough concentration of oil to cause socio-economic impacts. The threshold for water column impact to socio-economic resources at risk is an oil concentration of 1 ppb (i.e., 1 part oil per one billion parts water). At this concentration and above, one would expect impacts and potential tainting to socio-economic resources (e.g., fish and shellfish) in the water column; this concentration is used as a screening threshold for both the ecological and socio-economic risk factors.

The three risk scores for oiling are:

- **Low Oiling Probability:** Probability = <10%
- **Medium Oiling Probability:** Probability = 10 – 50%
- **High Oiling Probability:** Probability > 50%

Risk Factor 4A-2: Water Column Degree of Oiling of SRAR

The degree of oiling of the water column reflects the total amount of oil that would affect the water column in the event of a discharge from the vessel. The three categories of impact are:

- **Low Impact:** impact on less than 0.2 mi^2 of the upper 33 feet of the water column at the threshold level
- **Medium Impact:** impact on 0.2 to 200 mi^2 of the upper 33 feet of the water column at the threshold level
- **High Impact:** impact on more than 200 mi^2 of the upper 33 feet of the water column at the threshold level

The *Lancing* is classified as High Risk for both oiling probability and degree of oiling for water column socio-economic resources for the WCD of 77,000 bbl because 99% of the model runs resulted in contamination of more than 0.2 mi^2 of the upper 33 feet of the water column above the threshold of 1 ppb aromatics, and the mean volume of water contaminated was 892 mi^2 of the upper 33 feet of the water column. For the Most Probable Discharge of 7,700 bbl, the *Lancing* is classified as Medium Risk for oiling probability for water column socio-economic resources because 42% of the model runs resulted in contamination of more than 0.2 mi^2 of the upper 33 feet of the water column above the threshold of 1 ppb aromatics. It is classified as Medium Risk for degree of oiling because the mean volume of water contaminated was 94 mi^2 of the upper 33 feet of the water column.

Risk Factor 4B-1: Water Surface Probability of Oiling of SRAR

This risk factor reflects the probability that at least 1,000 mi^2 of the water surface would be affected by enough oil to cause impacts to socio-economic resources. The three risk scores for oiling are:

- **Low Oiling Probability:** Probability = <10%
- **Medium Oiling Probability:** Probability = 10 – 50%
- **High Oiling Probability:** Probability > 50%

The threshold level for water surface impacts to socio-economic resources at risk is 0.01 g/m^2 (i.e., 0.01 grams of floating oil per square meter of water surface). At this concentration and above, one would expect impacts to socio-economic resources on the water surface.

Risk Factor 4B-2: Water Surface Degree of Oiling of SRAR

The degree of oiling of the water surface reflects the total amount of oil that would affect the water surface in the event of a discharge from the vessel. The three categories of impact are:

- **Low Impact:** less than 1,000 mi^2 of water surface impact at the threshold level
- **Medium Impact:** 1,000 to 10,000 mi^2 of water surface impact at the threshold level
- **High Impact:** more than 10,000 mi^2 of water surface impact at the threshold level

The *Lancing* is classified as High Risk for both oiling probability and degree of oiling for water surface socio-economic resources for the WCD because 98% of the model runs resulted in at least 1,000 mi^2 of the water surface affected above the threshold of 0.01 g/m^2, and the mean area of water contaminated was 43,320 mi^2. The *Lancing* is classified as High Risk for oiling probability for water surface socio-economic resources for the Most Probable Discharge because 92% of the model runs resulted in at least 1,000 mi^2 of the water surface affected above the threshold of 0.01 g/m^2. It is classified as High Risk for degree of oiling because the mean area of water contaminated was 15,190 mi^2.

Risk Factor 4C: Shoreline Impacts to SRAR

The impacts to different types of shorelines vary based on economic value. In this risk analysis, shorelines have been weighted by their degree of sensitivity to oiling. Sand beaches are the most economically valued shorelines (weighted as "3" in the impact analysis), rocky and gravel shores are moderately valued (weighted as "2"), and wetlands are the least economically valued shorelines (weighted as "1"). Note that these values differ from the ecological values of these three shoreline types.

Risk Factor 4C-1: Shoreline Probability of Oiling of SRAR

This risk factor reflects the probability that the shoreline would be coated by enough oil to cause impacts to shoreline users. The threshold for impacts to shoreline SRAR is 1 g/m^2 (i.e., 1 gram of oil per square meter of shoreline). The three risk scores for oiling are:

- **Low Oiling Probability:** Probability = <10%
- **Medium Oiling Probability:** Probability = 10 – 50%
- **High Oiling Probability:** Probability > 50%

Risk Factor 4C-2: Shoreline Degree of Oiling of SRAR

The degree of oiling of the shoreline reflects the total amount of oil that would affect the shoreline in the event of a discharge from the vessel. The three categories of impact are:

- **Low Impact:** less than 10 miles of shoreline impacted at threshold level
- **Medium Impact:** 10 - 100 miles of shoreline impacted at threshold level
- **High Impact:** more than 100 miles of shoreline impacted at threshold level

The *Lancing* is classified as Low Risk for oiling probability for shoreline socio-economic resources for the WCD because 9% of the model runs resulted in shorelines affected above the threshold of 1 g/m^2. It is Medium Risk for degree of oiling because the mean length of weighted shoreline contaminated was 38 miles. The *Lancing* is classified as Low Risk for oiling probability and Medium Risk for degree of oiling for shoreline socio-economic resources for the Most Probable Discharge as 2% of the model runs resulted in shorelines affected above the threshold of 1 g/m^2, and the mean length of weighted shoreline contaminated was 10 miles.

Considering the modeled risk scores and the socio-economic resources at risk, the socio-economic risk from potential releases of the WCD of 77,000 bbl of light fuel oil from the *Lancing* is summarized as listed below and indicated in the far-right column in Table 4-2:

- Water column resources – Medium, because a moderate area of water column would be affected in important fishing areas
- Water surface resources – High, because a relatively large area of offshore water surface would be covered in an area with shipping lanes and fishing activities. It should be noted that oil on the surface will not be continuous but rather be broken and patchy and in the form of sheens and streamers
- Shoreline resources – Medium, because a small to moderate length of shoreline would be impacted in areas of high value and sensitivity.

Table 4-2: Socio-economic risk factor ranks for the **Worst Case Discharge of 77,000 bbl** of light fuel oil from the *Lancing*.

Risk Factor	Risk Score			Explanation of Risk Score	Final Score
4A-1: Water Column Probability SRAR Oiling	Low	Medium	High	99% of the model runs resulted in at least 0.2 mi^2 of the upper 33 feet of the water column contaminated above 1 ppb aromatics	Med
4A-2: Water Column Degree SRAR Oiling	Low	Medium	High	The mean volume of water contaminated above 1 ppb was 892 mi^2 of the upper 33 feet of the water column	
4B-1: Water Surface Probability SRAR Oiling	Low	Medium	High	98% of the model runs resulted in at least 1,000 mi^2 of water surface covered by at least 0.01 g/m^2	High
4B-2: Water Surface Degree SRAR Oiling	Low	Medium	High	The mean area of water contaminated above 0.01 g/m^2 was 43,320 mi^2	
4C-1: Shoreline Probability SRAR Oiling	Low	Medium	High	9% of the model runs resulted in shoreline oiling of 1 g/m^2	Med
4C-2: Shoreline Degree SRAR Oiling	Low	Medium	High	The length of shoreline contaminated by at least 1 g/m^2 was 38 mi	

For the Most Probable Discharge of 7,700 bbl, the socio-economic risk from potential releases of light fuel oil from the *Lancing* is summarized as listed below and indicated in the far-right column in Table 4-3:

- Water column resources – Low, because a relatively small area of water column would be affected in important fishing areas
- Water surface resources – Medium, because a moderate area of offshore water surface would be covered in an area with shipping lanes and fishing activities. It should be noted that oil on the surface will not be continuous but rather be broken and patchy and in the form of sheens and streamers
- Shoreline resources – Low, because a small length of shoreline would be impacted in areas of high value and sensitivity, but it would be relatively easy to clean

Table 4-3: Socio-economic risk factor ranks for the **Most Probable Discharge of 7,700 bbl** of light fuel oil from the *Lancing*.

Risk Factor	Risk Score			Explanation of Risk Score	Final Score
4A-1: Water Column Probability SRAR Oiling	Low	**Medium**	High	42% of the model runs resulted in at least 0.2 mi^2 of the upper 33 feet of the water column contaminated above 1 ppb aromatics	**Low**
4A-2: Water Column Degree SRAR Oiling	Low	**Medium**	High	The mean volume of water contaminated above 1 ppb was 94 mi^2 of the upper 33 feet of the water column	
4B-1: Water Surface Probability SRAR Oiling	Low	Medium	**High**	92% of the model runs resulted in at least 1,000 mi^2 of water surface covered by at least 0.01 g/m^2	**Med**
4B-2: Water Surface Degree SRAR Oiling	Low	Medium	**High**	The mean area of water contaminated above 0.01 g/m^2 was 15,190 mi^2	
4C-1: Shoreline Probability SRAR Oiling	**Low**	Medium	High	2% of the model runs resulted in shoreline oiling of 1 g/m^2	**Low**
4C-2: Shoreline Degree SRAR Oiling	Low	**Medium**	High	The length of shoreline contaminated by at least 1 g/m^2 was 10 mi	

SECTION 5: OVERALL RISK ASSESSMENT AND RECOMMENDATIONS FOR ASSESSMENT, MONITORING, OR REMEDIATION

The overall risk assessment for the *Lancing* is comprised of a compilation of several components that reflect the best available knowledge about this particular site. Those components are reflected in the previous sections of this document and are:

- Vessel casualty information and how the site formation processes have worked on this vessel
- Ecological resources at risk
- Socio-economic resources at risk
- Other complicating factors (war graves, other hazardous cargo, etc.)

Table 5-1 summarizes the screening-level risk assessment scores for the different risk factors, as discussed in the previous sections. The ecological and socio-economic risk factors are presented as a single score for water column, water surface, and shoreline resources as the scores were consolidated for each element. For the ecological and socio-economic risk factors each has two components, probability and degree. Of those two, degree is given more weight in deciding the combined score for an individual factor, e.g., a high probability and medium degree score would result in a medium overall for that factor.

In order to make the scoring more uniform and replicable between wrecks, a value was assigned to each of the 7 criteria. This assessment has a total of 7 criteria (based on table 5-1) with 3 possible scores for each criteria (L, M, H). Each was assigned a point value of L=1, M=2, H=3. The total possible score is 21 points, and the minimum score is 7. The resulting category summaries are:

Low Priority	7-11
Medium Priority	12-14
High Priority	15-21

For the Worst Case Discharge, the *Lancing* scores High with 15 points; for the Most Probable Discharge, the *Lancing* scores Medium with 12 points. Under the National Contingency Plan, the U.S. Coast Guard and the Regional Response Team have the primary authority and responsibility to plan, prepare for, and respond to oil spills in U.S. waters. Based on the technical review of available information, NOAA proposes the following recommendations for the *Lancing*. The final determination rests with the U.S. Coast Guard.

Lancing	**Possible NOAA Recommendations**
✓	Wreck should be considered for further assessment to determine the vessel condition, amount of oil onboard, and feasibility of oil removal action
	Location is unknown; Use surveys of opportunity to attempt to locate this vessel and gather more information on the vessel condition
✓	Conduct active monitoring to look for releases or changes in rates of releases
✓	Be noted in the Area Contingency Plans so that if a mystery spill is reported in the general area, this vessel could be investigated as a source
✓	Conduct outreach efforts with the technical and recreational dive community as well as commercial and recreational fishermen who frequent the area, to gain awareness of changes in the site

Table 5-1: Summary of risk factors for the *Lancing*.

Vessel Risk Factors		Data Quality Score	Comments		Risk Score
Pollution Potential Factors	A1: Oil Volume (total bbl)	Med	Maximum of 76,755 bbl, reported to be leaking		**Med**
	A2: Oil Type	High	Cargo is light fuel oil, a Group II oil type		
	B: Wreck Clearance	High	Vessel not reported as cleared		
	C1: Burning of the Ship	High	No fire was reported		
	C2: Oil on Water	High	No oil was reported on the water		
	D1: Nature of Casualty	High	One torpedo detonation		
	D2: Structural Breakup	High	The vessel is broken in half		
Archaeological Assessment	Archaeological Assessment	High	Detailed sinking records and site reports of this ship exist, assessment is believed to be very accurate		**Not Scored**
Operational Factors	Wreck Orientation	High	Inverted (turtled)		**Not Scored**
	Depth	High	140 ft		
	Visual or Remote Sensing Confirmation of Site Condition	High	Location is a popular dive site and has been acoustically surveyed by NOAA		
	Other Hazardous Materials Onboard	High	No		
	Munitions Onboard	High	Munitions for onboard weapons		
	Gravesite (Civilian/Military)	High	Yes		
	Historical Protection Eligibility (NHPA/SMCA)	High	NHPA and possibly SMCA		
				WCD	**Most Probable**
Ecological Resources	3A: Water Column Resources	High	Areas of highest exposure occur in open shelf waters which reduces risks to sensitive upper water column resources	**Med**	**Med**
	3B: Water Surface Resources	High	Large areas potentially affected by WCD, very high use by marine birds and sea turtles in coastal and offshore waters	**High**	**Med**
	3C: Shore Resources	High	Light fuel oiling on sand beaches is not persistent, though these beaches are seasonally important shorebird habitat	**Low**	**Low**
Socio-Economic Resources	4A: Water Column Resources	High	Moderate to small area of water column could be affected in important fishing areas	**Med**	**Low**
	4B: Water Surface Resources	High	Relatively large area of offshore water surface could be covered in an area with shipping lanes and fishing activities	**High**	**Med**
	4C: Shore Resources	High	Small to moderate length of shoreline could be impacted in areas of high value and sensitivity	**Med**	**Low**
Summary Risk Scores				**15**	**12**

As noted in the archaeological assessment, this vessel is of historic significance and will require appropriate actions be taken under the National Historic Preservation Act (NHPA) and possibly the Sunken Military Craft Act (SMCA) prior to any actions that could impact the integrity of the vessel. This vessel may be eligible for listing on the National Register of Historic Places and is also considered a war grave and appropriate actions should be undertaken to minimize disturbance to the site. If the U.S. Coast Guard does determine to assess this wreck, it is recommended that they contact archaeologists at *Monitor* National Marine Sanctuary for more information as well as to ensure compliance with archaeological standards for assessing a historic resource. Since *Monitor* National Marine Sanctuary would also like to conduct additional archaeological surveys of this wreck, it may provide a valuable opportunity for a collaborative project between the U.S. Coast Guard and NOAA.