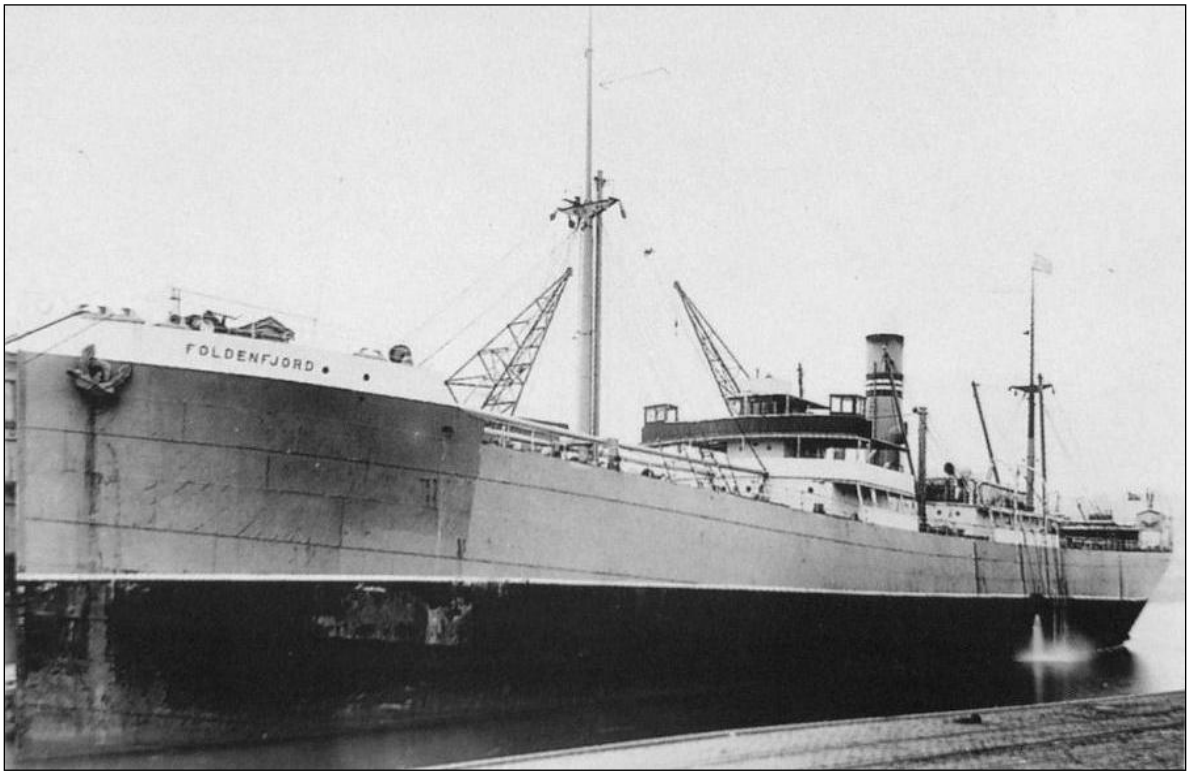
Office of National Marine Sanctuaries
Office of Response and Restoration

Screening Level Risk Assessment Package

Larry Doheny



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National Oceanic and
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Photo: Photograph is of *Larry Doheny* under its previous name *Foldenfjord* and may not reflect the layout of the vessel as *Larry Doheny*
Source: http://www.photoship.co.uk/JAlbum%20Ships/Old%20Ships%20F/slides/Foldenfjord-02.html

Table of Contents

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.

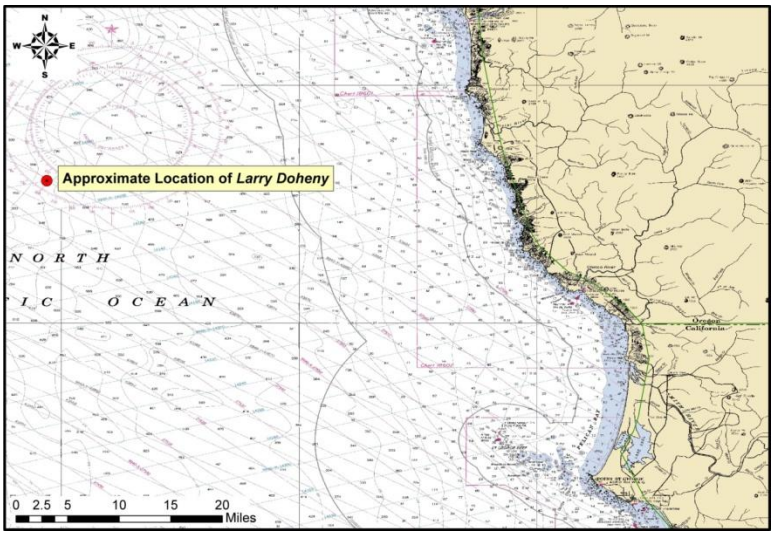
The potential polluting shipwrecks were identified through searching a broad variety of historical sources. NOAA then worked with Research Planning, Inc., RPS ASA, and Environmental Research Consulting to conduct the modeling forecasts, and the ecological and environmental resources at risk assessments.

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: *Larry Doheny*

The tanker *Larry Doheny*, torpedoed and sunk during World War II off the southern coast of Oregon 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 *Larry Doheny*, 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.



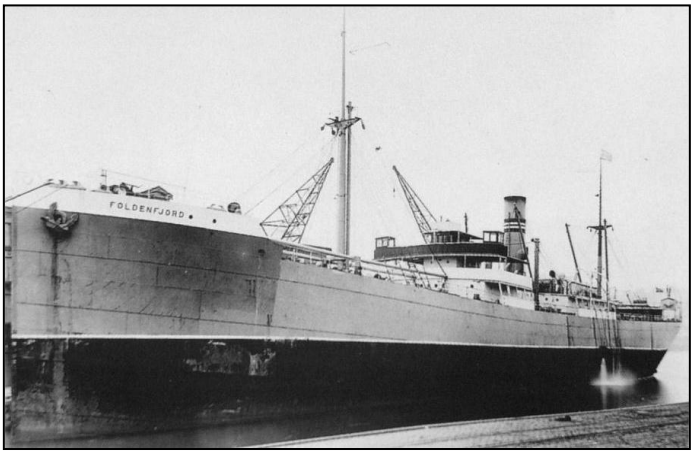
Based on this screening-level assessment, each vessel was assigned a summary score calculated using the seven risk criteria described in this report. For the Worst Case Discharge, *Larry Doheny* scores High with 15 points; for the Most Probable Discharge (10% of the Worse Case volume), *Larry Doheny* scores Medium with 12 points. Given these scores, NOAA would typically recommend that this site be considered for further assessment to determine the vessel condition, amount of oil onboard, and feasibility of oil removal action. However, given the medium/low level of data certainty and that the location of this vessel is unknown, NOAA recommends that surveys of opportunity be used to attempt to locate this vessel and that general notations are made 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. Outreach efforts with the technical dive community as well as commercial fishermen who frequent the area would be helpful to gain awareness of localized spills in the general area where the vessel is believed lost.

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	Low
	3B: Water Surface Resources	High	Med
	3C: Shore Resources	Med	Med
Socio-Economic Resources	4A: Water Column Resources	Med	Low
	4B: Water Surface Resources	Low	Low
	4C: Shore Resources	High	High
Summary Risk Scores		15	12

The determination of each risk factor is explained in the document. This summary table is found on page 40.

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

Vessel Particulars



Official Name: *Larry Doheny*

Official Number: 226889

Vessel Type: Tanker

Vessel Class: Unknown

Former Names: *Foldenfjord*

Year Built: 1921

Builder: Sun Shipbuilding & Dry Dock Company (Sun Ship), Chester, PA

Builder's Hull Number: 44

Flag: American

Owner at Loss: Richfield Oil Company

Controlled by: Unknown

Chartered to: Unknown

Operated by: Unknown

Homeport: Los Angeles, CA

Length: 430 feet

Beam: 59 feet

Depth: 33 feet

Gross Tonnage: 7,038

Net Tonnage: 4,348

Hull Material: Steel

Hull Fastenings: Riveted

Powered by: Oil-fired steam

Bunker Type: Heavy Fuel Oil (Bunker C)

Bunker Capacity (bbl): 6,858

Average Bunker Consumption (bbl) per 24 hours: 220

Liquid Cargo Capacity (bbl): 80,000

Dry Cargo Capacity: Unknown

Tank or Hold Description: Vessel had nine cargo tanks divided port and starboard by an oil-tight longitudinal bulkhead

Casualty Information

Port Departed: Long Beach, CA

Destination Port: Portland, OR

Date Departed: Unknown

Date Lost: October 5, 1942

Number of Days Sailing: ≈ 2

Cause of Sinking: Act of War (Torpedoes)

Latitude (DD): 42.2

Longitude (DD): -125.02

Nautical Miles to Shore: 36

Nautical Miles to NMS: 258

Nautical Miles to MPA: 0

Nautical Miles to Fisheries: Unknown

Approximate Water Depth (Ft): 4,500

Bottom Type: Continental margin

Is There a Wreck at This Location? Unknown, the wreck has never been located

Wreck Orientation: Unknown

Vessel Armament: One 5-inch gun and two machine guns

Cargo Carried when Lost: 66,000 bbl of crude oil (Bunker C Crude) evenly distributed in all the tanks except 5 and 6 which were light

Cargo Oil Carried (bbl): 66,000

Cargo Oil Type: Heavy Crude Oil

Probable Fuel Oil Remaining (bbl): ≤ 6,500

Fuel Type: Heavy Fuel Oil (Bunker C)

Total Oil Carried (bbl): ≤ 72,500

Dangerous Cargo or Munitions: Yes

Munitions Carried: Munitions for onboard weapons

Demolished after Sinking: No

Salvaged: No

Cargo Lost: Yes, partially

Reportedly Leaking: No

Historically Significant: Yes

Gravesite: Yes

Salvage Owner: Not known if any

Wreck Location

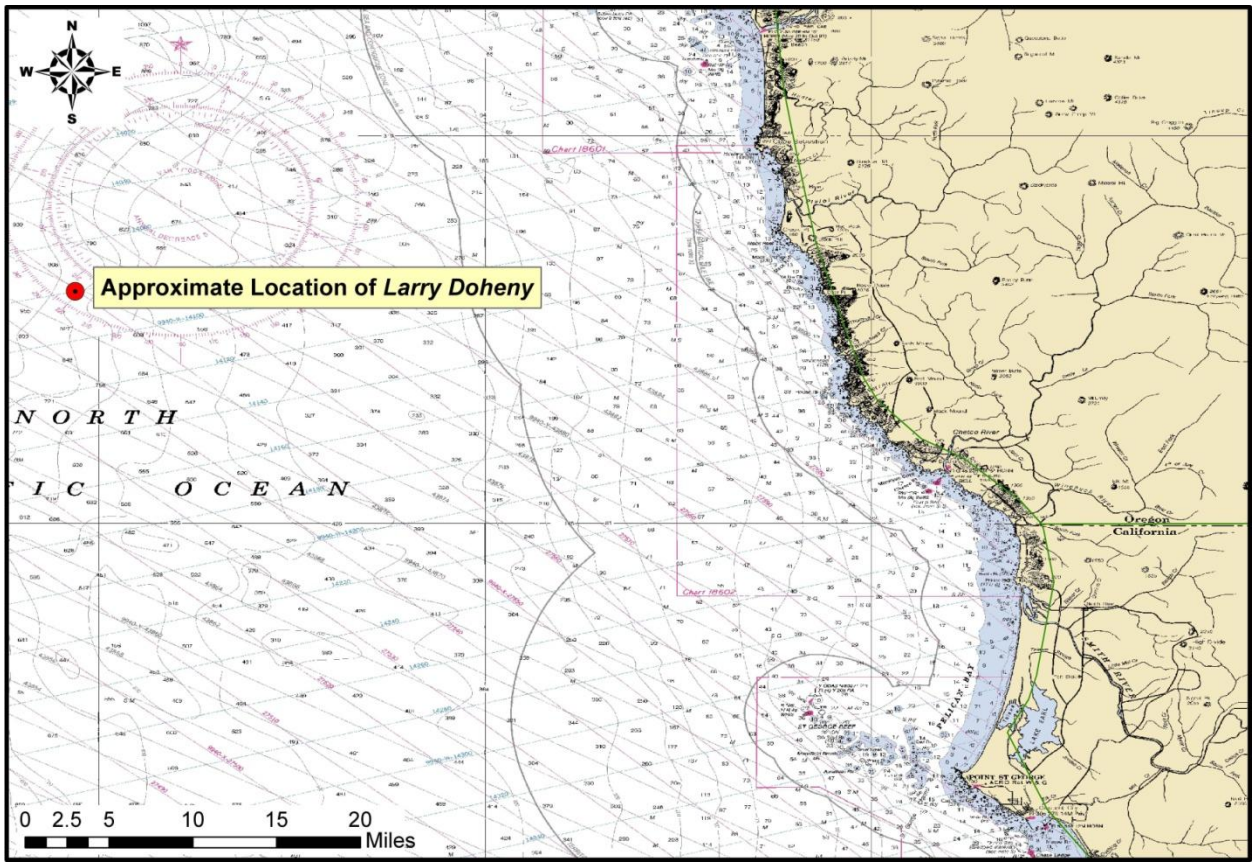


Chart Number: 18007

Casualty Narrative

"Tanker was enroute from Long Beach, Cal. to Portland, Ore., with 66,000 bbl of crude oil (Bunker C. Crude). Course was altered Oct. 4 after radio warning of sub in that area. At 2121 Oct. 5th, a torpedo track was seen across bow. The 3rd. mate evaluated this information as a porpoise-track. A second miss off the bow was reported soon after. Paravanes on bow-protection gear were never used on this ship in more than 300F of water.

At 2207, ship was struck by torpedo from a forward direction at port side #2. Dull thud and snapping crack was heard by all aboard and by rescue ship 8 miles out to sea. Port side buckled and hole was breached 6' below waterline. No. 3 tank exploded and set fire to the bridge section. No maneuvers were possible after attack, ship aflame, mechanisms wrecked and many of personnel trapped. No counter offensive was possible. Burning ship was abandoned immediately after attack, and continued to burn, settling slowly until it sank 13 hrs after the attack.

From its position 8 miles distant the rescue ship *Coos Bay* approached at full speed to pick up survivors, firing star shells to locate sub if it should surface. 40 of the 46 were rescued; 3 known dead, 3 believed dead. The Chief Officer stated that there is little secrecy to merchant ships sailing from Pacific coast ports. The submarine was not seen. Confidential publications went down with the ship."

-Office of the Chief of Naval Operations (OCNO)
1942 Sinking Report of *Larry Doheny*. Tenth Fleet ASW Analysis & Stat. Section Series XIII. Report and Analyses of U.S. and Allied Merchant Shipping Losses 1941-1945: *Kortrnaer - Liberty Glo*, Records of the Chief of Naval Operations, Box 235, Record Group 38, National Archives at College Park, College Park, MD.

General Notes

No notes available in database.

Wreck Condition/Salvage History

Unknown; wreck has never been discovered.

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 wreck of *Larry Doheny* has never been located, so there are no site reports that would allow NOAA archaeologists to provide a condition based archaeological assessment of the shipwreck. Some additional analysis can be made based on the historic sinking reports of the ship that may be of utility to the U.S. Coast Guard. We know from archival research that the ship was struck by one torpedo fired by a Japanese Submarine.

The summary of statements by survivors records that, “a torpedo struck the port side about 6” below the waterline at No. 2 tank on a forward angle (Fig. 1-1). It made a dull thud and then a aloud snapping crack. No. 2 and 3 tanks exploded immediately and flames burst up high in the sky. Starboard side buckled from the force of the explosion and a hole 12’ to 14’ was torn in the port side. Steering gear was destroyed and

tanker lost forward headway within two minutes. Radio operator unable to send distress signal because of flames and fumes."

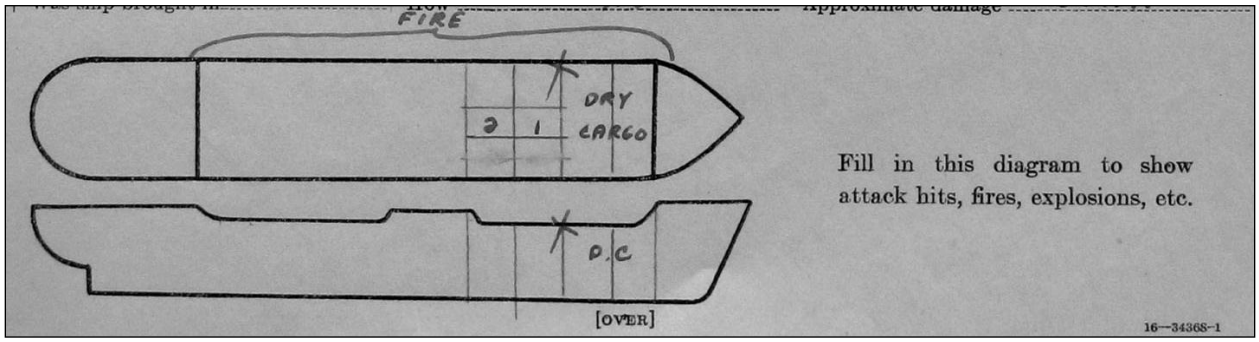


Figure 1-1: U.S. Coast Guard diagram of the location of torpedo impact on *Larry Doheny* (Image courtesy of National Archives, Washington, DC).

Based on the description of the torpedo impact and the fire that spread across the entire ship, it is likely that many of the cargo tanks were damaged or at least breached and may no longer contain oil. Ongoing research also strongly suggests that vessels in great depths of water are generally found in an upright orientation. This orientation has often lead to loss of oil from vents and piping long before loss of structural integrity of hull plates from corrosion or other physical impacts. As it is believed that this vessel is in water greater than 4,500 feet, it is likely to have settled upright and may no longer contain oil.

Based on the lack of an accurate sinking location and the great depths the vessel sank in, it is also unlikely that the shipwreck will be intentionally located. Should the vessel be located in a survey of opportunity or due to a mystery spill attributed to this vessel, 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 Historic Register. 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.photoship.co.uk/JAlbum%20Ships/Old%20Ships%20F/slides/Foldenfjord-02.html
(photograph is of vessel under its previous name *Foldenfjord* and may not reflect its layout as *Larry Doheny*)

Construction Diagrams or Plans in RULET Database? No

Text References:
-Office of the Chief of Naval Operations (OCNO)
1942 Sinking Report of *Larry Doheny*. Tenth Fleet ASW Analysis & Stat. Section Series XIII. Report and Analyses of U.S. and Allied Merchant Shipping Losses 1941-1945: *Kortrnaer - Liberty Glo*, Records of the Chief of Naval Operations, Box 235, Record Group 38, National Archives at College Park, College Park, MD.

-CA Lands Com all for GIS #960

-MMS CA database #1765

-NIMA database #36825

-http://www.wrecksite.eu/wreck.aspx?23695

Vessel Risk Factors

In this section, the risk factors that are associated with the vessel are defined and then applied to the *Larry Doheny* 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 that may have bearing on operational considerations for any assessment or remediation activities is provided.

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.
- **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 *Larry Doheny* is provided, both as text and as shading of the applicable degree of risk bullet.

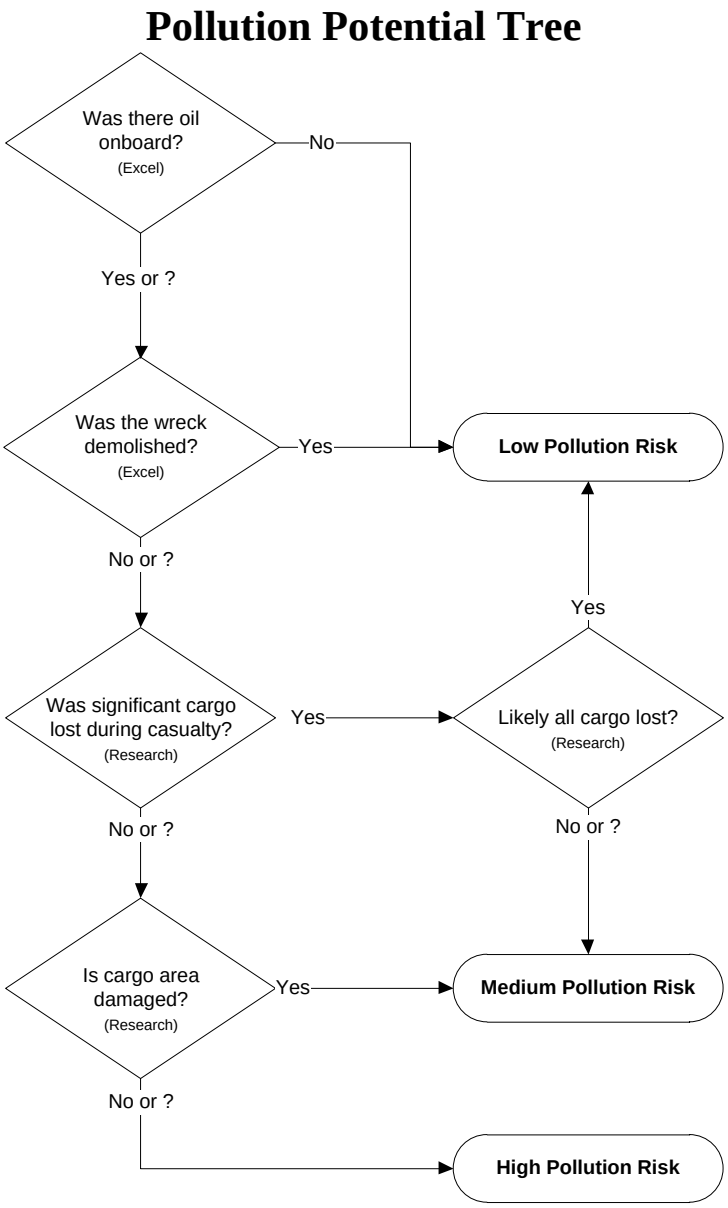


Figure 1-2: U.S. Coast Guard Salvage Engineering Response Team (SERT) developed the above Pollution Potential Decision Tree.

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 *Larry Doheny i*s ranked as High Volume because it is thought to have a potential for up to 72,500 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 no reports of leakage from the *Larry Doheny*.

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 *Larry Doheny* is classified as High Risk because the cargo is heavy crude oil, a Group IV 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 wreck was reported to have been entirely destroyed after the casualty
- **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 *Larry Doheny* 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.

[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]

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 *Larry Doheny* is classified as Medium Risk because the vessel burned for approximately 13 hours before sinking. 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 known whether or not there was oil on the water at the time of the casualty

The *Larry Doheny* is classified as Medium Risk because the oil was reported to have spread 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 *Larry Doheny* is classified as Low Risk because there was one torpedo detonation, tanks exploded, and there was a large fire. 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 *Larry Doheny* is classified as Unknown Risk because it is not known whether additional structural breakup occurred since the location is unknown. 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 location of the *Larry Doheny* is unknown. Data quality is low.

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 depth for *Larry Doheny* is believed to be greater than 4,500 feet due to the last known location. Data quality is low.

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 *Larry Doheny* is unknown. Data quality is low.

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 *Larry Doheny* had munitions for onboard weapons, one 5-inch gun and two machine guns. Data quality is high.

Vessel Pollution Potential Summary

Table 1-1 summarizes the risk factor scores for the pollution potential and mitigating factors that would reduce the pollution potential for the *Larry Doheny*. Operational factors are listed but do not have a risk score.

Table 1-1: Summary matrix for the vessel risk factors for the *Larry Doheny* 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 72,500 bbl, not reported to be leaking	**Med**
	A2: Oil Type	High	Cargo is heavy crude oil, a Group IV oil type	
	B: Wreck Clearance	High	Vessel not reported as cleared	
	C1: Burning of the Ship	High	A significant fire was reported	
	C2: Oil on Water	High	Oil was reported on the water; amount is not known	
	D1: Nature of Casualty	High	One torpedo, explosions, and fire	
	D2: Structural Breakup	High	Unknown structural breakup	
Archaeological Assessment	Archaeological Assessment	High	Detailed sinking records of this ship exist, assessment is believed to be very accurate	**Not Scored**
Operational Factors	Wreck Orientation	Low	Unknown, potential to be upright	**Not Scored**
	Depth	Low	>4,500 ft	
	Visual or Remote Sensing Confirmation of Site Condition	Low	Location unknown	
	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 *Larry Doheny* this would be about 73,000 bbl (rounded up from 72,500 bbl) based on current estimates of the maximum amount of oil remaining onboard the wreck.

The likeliest scenario of oil release from most sunken wrecks, including the *Larry Doheny*, 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 RPS 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 *Larry Doheny*.

Scenario Type	Release per Episode	Time Period	Release Rate	Relative Likelihood	Response Tier
Chronic (0.1% of WCD)	73 bbl	Fairly regular intervals or constant	100 bbl over several days	More likely	Tier 1
Episodic (1% of WCD)	730 bbl	Irregular intervals	Over several hours or days	Most Probable	Tier 1-2
Most Probable (10% of WCD)	7,300 bbl	One-time release	Over several hours or days	Most Probable	Tier 2
Large (50% of WCD)	36,500 bbl	One-time release	Over several hours or days	Less likely	Tier 2-3
Worst Case	73,000 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 *Larry Doheny* contained a maximum of 66,000 bbl of heavy crude oil (a Group IV oil) as cargo and 6,500 bbl of bunker fuel oil (a Group IV oil). Because the bulk of the oil likely remaining on board is heavy crude and bunker C oils, the oil spill model was run using heavy 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 *Larry Doheny* 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.

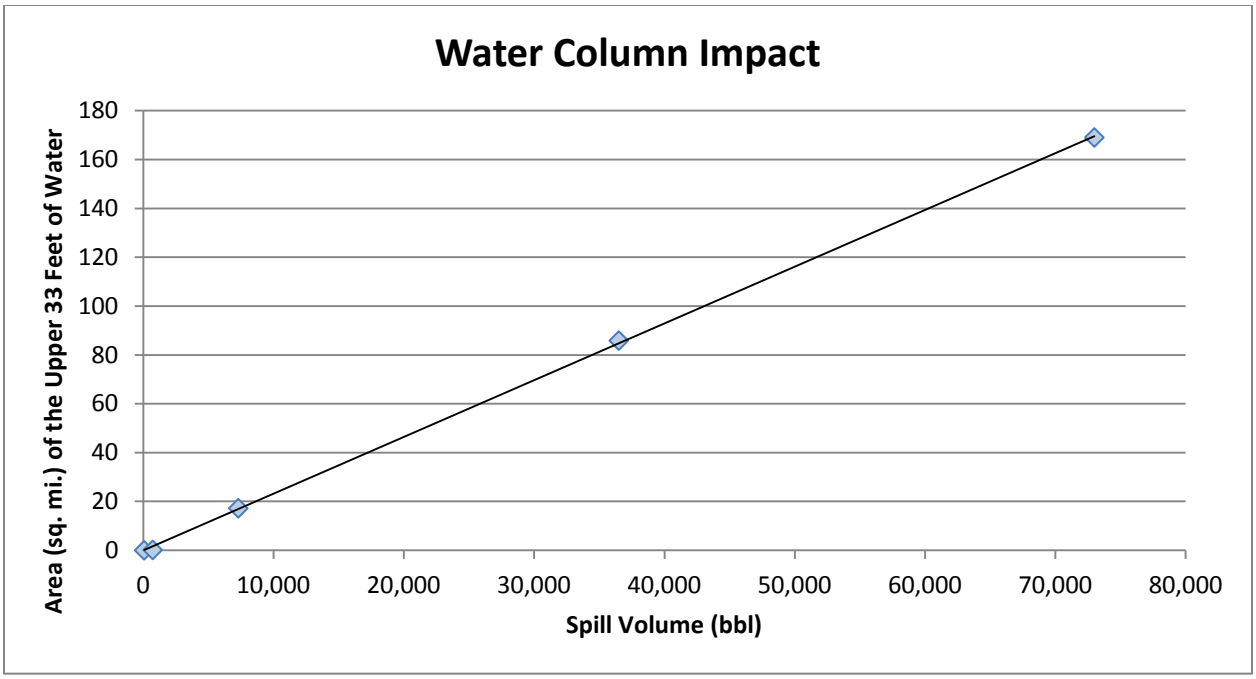


Figure 2-1: Regression curve for estimating the volume of water column at or above 1 ppb aromatics impacted as a function of spill volume for the *Larry Doheny*.

Potential Water Surface Slick

The slick size from an oil release from the *Larry Doheny* 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. In the model, the representative heavy fuel oil used for this analysis spreads to a minimum thickness of approximately 975 g/m^2, and is not able to spread any thinner. As a result, water surface oiling results are identical for the 0.01 and 10 g/m^2 thresholds. 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 *Larry Doheny*.

Scenario Type	Oil Volume (bbl)	Estimated Slick Area Swept Mean of All Models	
		0.01 g/m^2	10 g/m^2
Chronic	73	400 mi^2	400 mi^2
Episodic	730	1,300 mi^2	1,300 mi^2
Most Probable	7,300	4,400 mi^2	4,400 mi^2
Large	36,500	10,700 mi^2	10,700 mi^2
Worst Case Discharge	73,000	16,300 mi^2	16,300 mi^2

The location, size, shape, and spread of the oil slick(s) from an oil release 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.

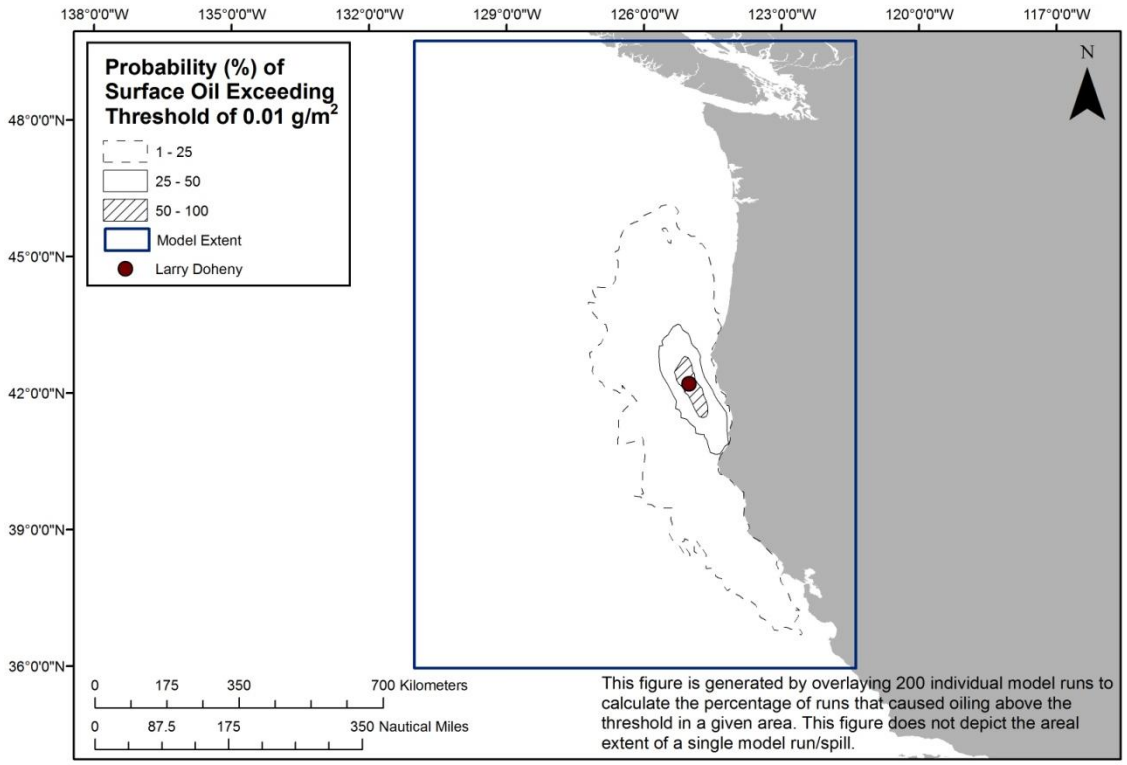


Figure 2-2: Probability of surface oil (exceeding 0.01 g/m^2) from the Most Probable spill of 7,300 bbl of heavy fuel oil from the *Larry Doheny* at the threshold for socio-economic resources at risk.

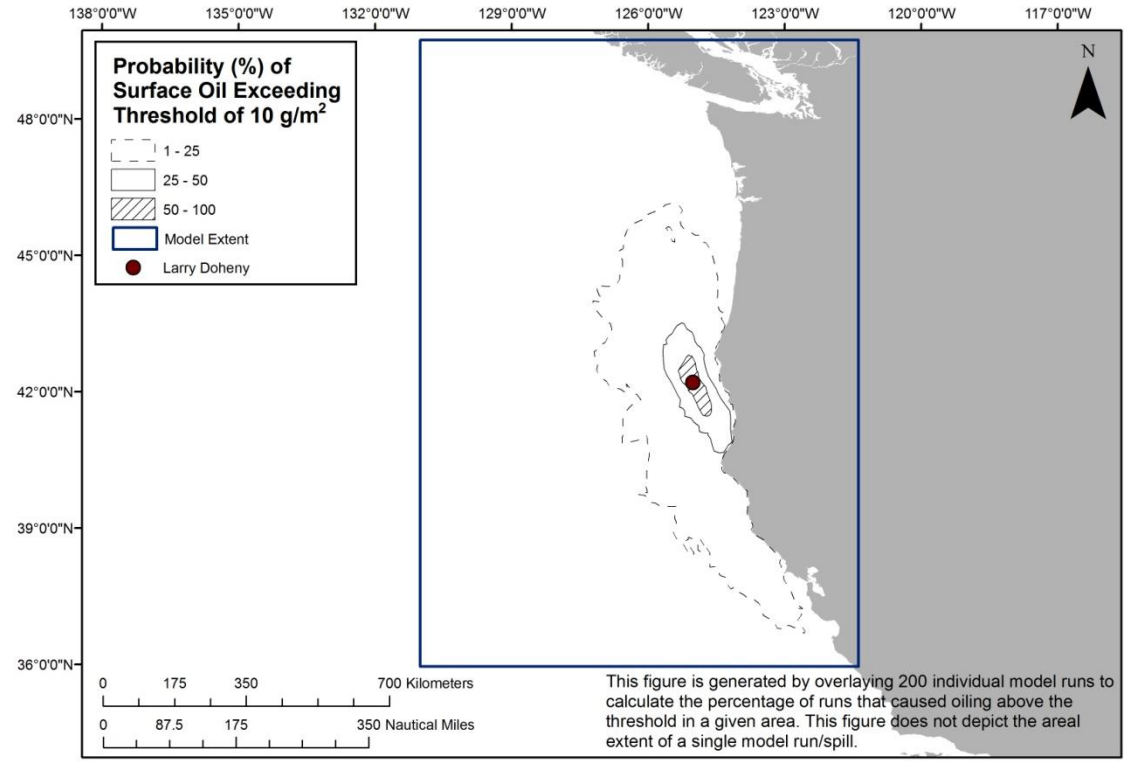


Figure 2-3: Probability of surface oil (exceeding 10 g/m^2) from the Most Probable spill of 7,300 bbl of heavy fuel oil from the *Larry Doheny* at the threshold for ecological resources at risk.

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.

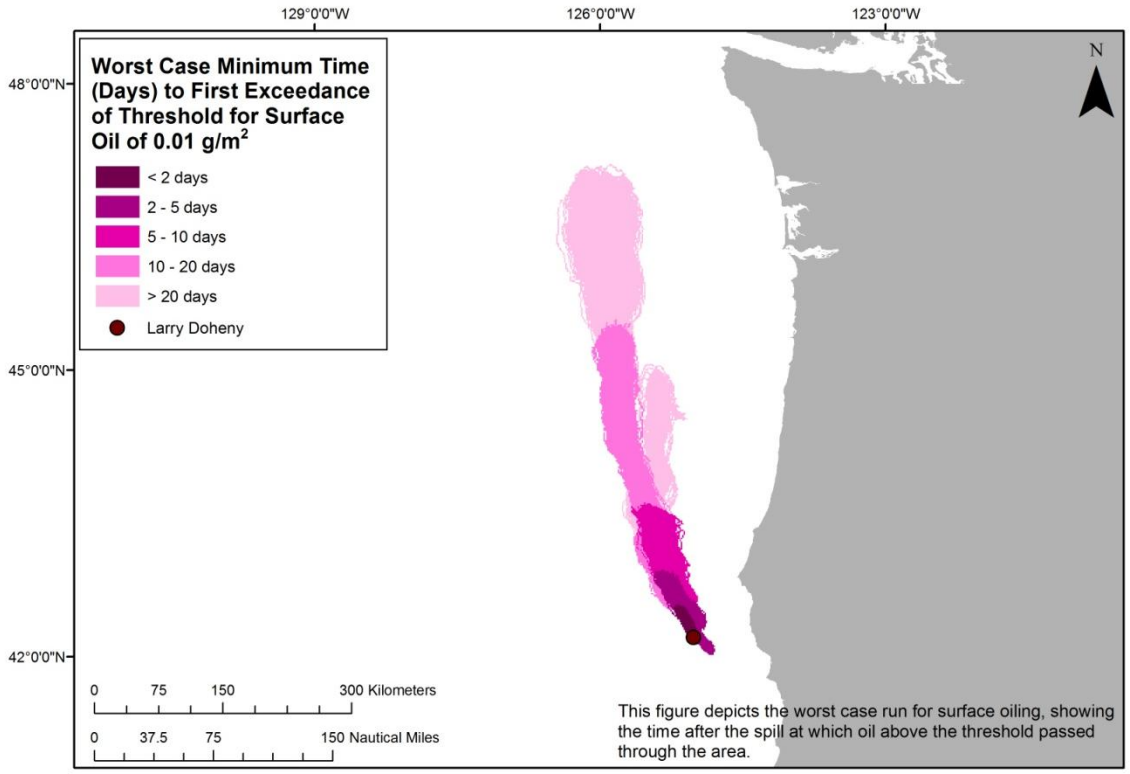


Figure 2-4: Water surface oiling from the Most Probable spill of 7,300 bbl of heavy fuel oil from the *Larry Doheny* shown as the area over which the oil spreads at different time intervals.

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.

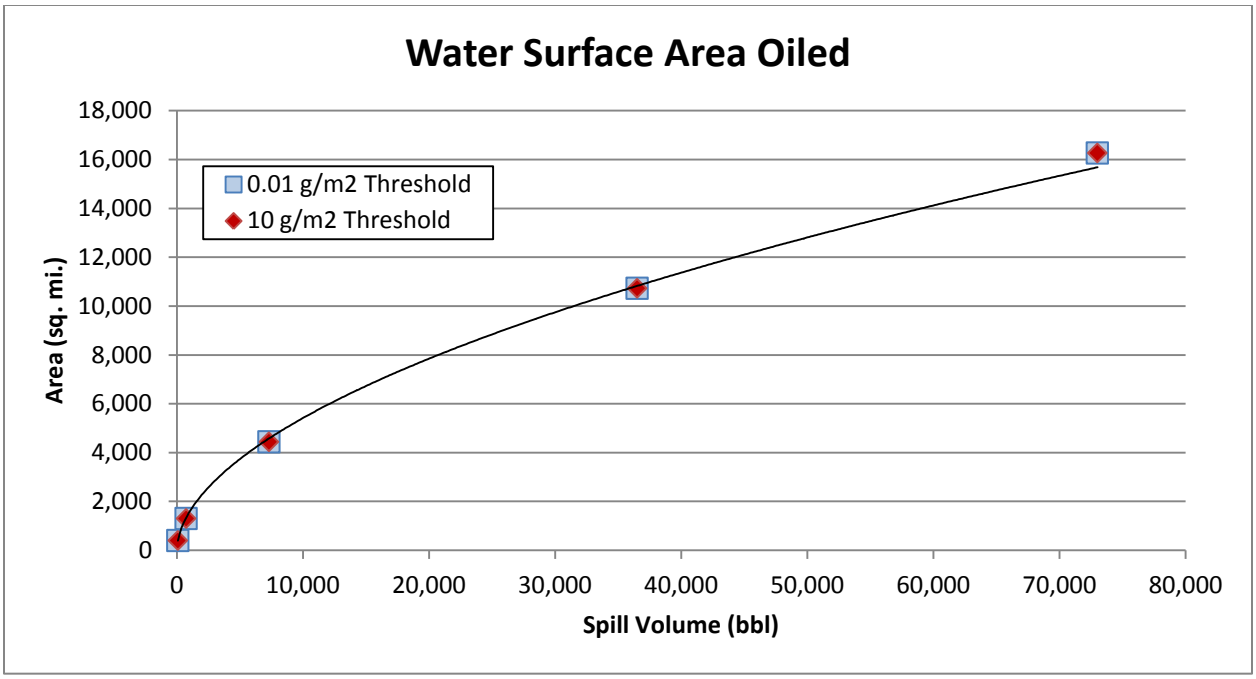


Figure 2-5: Regression curve for estimating the amount of water surface oiling as a function of spill volume for the *Larry Doheny*, showing both the ecological threshold of 10 g/m^2 and socio-economic threshold of 0.01 g/m^2. The curves for each threshold are so similar they plot on top of each other.

Potential Shoreline Impacts

Based on these modeling results, shorelines from as far north as Coos Bay, Oregon, to as far south as the Farallon Islands, California 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 7,300 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 *Larry Doheny*.

Scenario Type	Volume (bbl)	Estimated Miles of Shoreline Oiling Above 1 g/m^2			
		Rock/Gravel/Artificial	Sand	Wetland/Mudflat	Total
Chronic	73	7	11	0	18
Episodic	730	10	19	1	30
Most Probable	7,300	12	23	2	37
Large	36,500	16	24	2	42
Worst Case Discharge	73,000	19	24	3	46

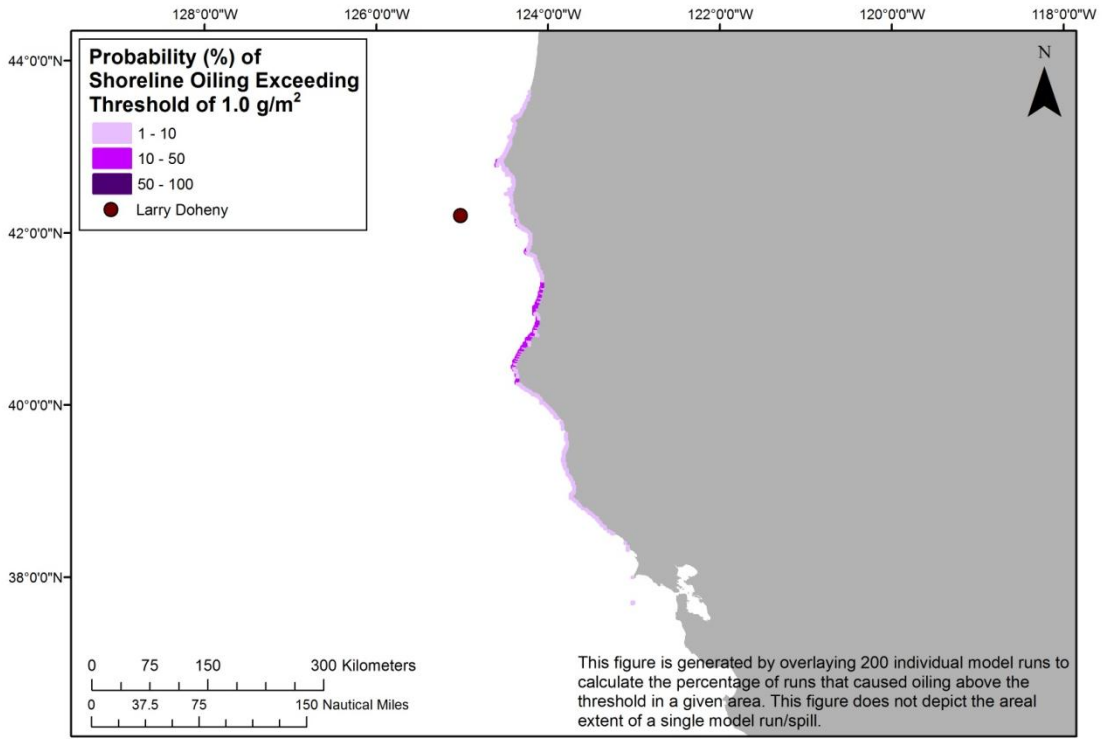


Figure 2-6: Probability of shoreline oiling (exceeding 1.0 g/m^2) from the Most Probable Discharge of 7,300 bbl of heavy fuel oil from the *Larry Doheny*.

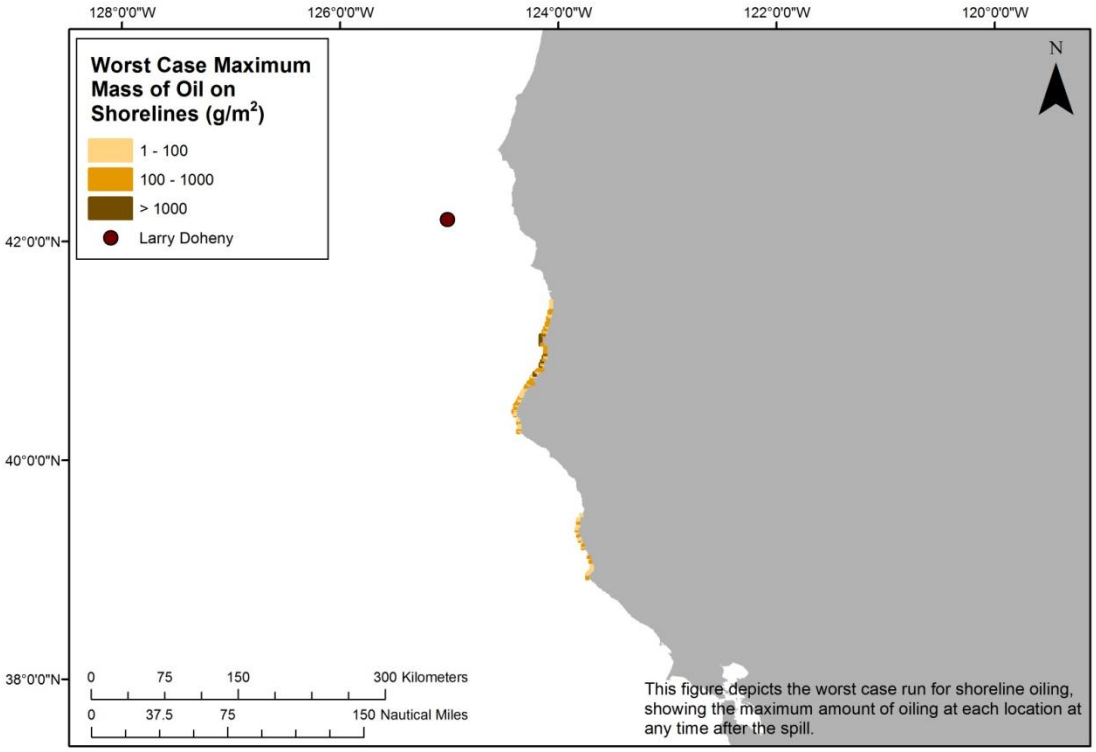


Figure 2-7: The extent and degree of shoreline oiling from the single model run of the Most Probable Discharge of 7,300 bbl of heavy fuel oil from the *Larry Doheny* that resulted in the greatest shoreline oiling.

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.

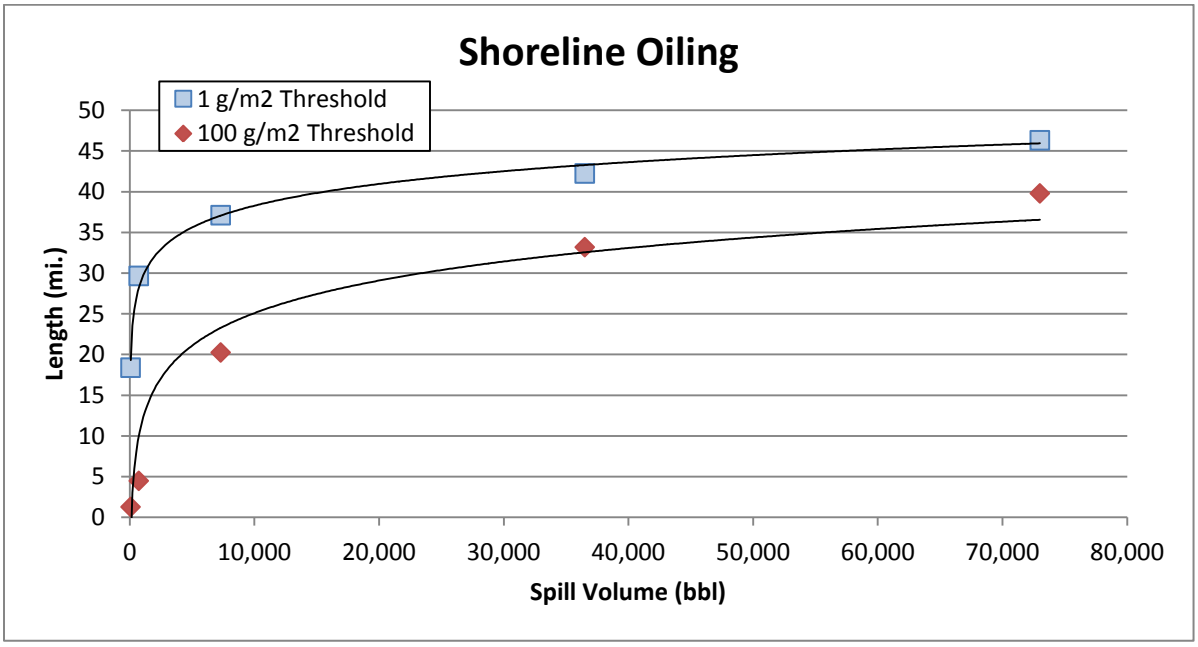


Figure 2-8: Regression curve for estimating the amount of shoreline oiling at different thresholds as a function of spill volume for the *Larry Doheny*.

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 rocky shores and gravel beaches. Sand beaches are also at risk.

Table 2-5: Worst case scenario shoreline impact by habitat type and oil thickness for a leakage of 7,300 bbl from the *Larry Doheny*.

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	60 miles	46 miles
Sand beaches	52 miles	46 miles
Salt marshes and tidal flats	6 miles	1 mile

Table 2-6: Worst case scenario shoreline impact by habitat type and oil thickness for a leakage of 7,300 bbl from the *Larry Doheny*.

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	34 miles	6 miles
Sand beaches	59 miles	21 miles
Salt marshes and tidal flats	2 miles	0 miles

SECTION 3: ECOLOGICAL RESOURCES AT RISK

Ecological resources at risk from a catastrophic release of oil from the *Larry Doheny* (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 use both coastal and offshore waters for overwintering and migration, and many of the beaches are very important shorebird habitat. Pinnipeds and sea otters are abundant and use many beaches as haul-outs or rookeries. In addition, this region is important for commercial fish and invertebrate harvest.

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

Species Group	Species Subgroup and Geography	Seasonal Presence
Birds	Pelagic distributions • Sea ducks (scoters), diving birds (loons, grebes, cormorants, pelicans), seabirds (murres), and waterfowl use nearshore (0-2 mi) waters for foraging • Marbled murrelet (FT, SE) forage in nearshore zone (<4 mi) during the winter. Concentrations are low south of Cape Mendocino and moderate north of Clam Beach. Breeding occurs along Oregon coastline during the summer • Offshore banks can provide foraging grounds for pelagic birds: Heceta Bank, Perpetua Bank, Stonewall Bank and surrounding waters are sites of upwelling and fishing activity that result in high concentrations of prey and large numbers of seabirds, including short-tailed albatross (FE, rare), black-footed albatross (FE, up to hundreds), pink-footed shearwater (thousands), northern fulmar (1,000s), Cassin's auklet (10,000s) • Farallones NMS waters support high concentrations of diving birds, gulls and seabirds, including marbled murrelet (FT, SE) and peregrine falcon Coastal distributions • Western snowy plover (FT) can be found year round on sand flats and beaches. Nesting beaches include Manchester Beach, beaches south of Humboldt Bay entrance, Clam Beach, Big Lagoon Beaches, Freshwater Lagoon Beaches, from Cape Blanco north to Coos Bay. Most colonies have 10-50 birds • Waterfowl and wading birds nesting in coastal wetlands (Humboldt Bay, Eel River, Lake Earl areas) • American peregrine falcon, bald eagle, osprey nests present in coastal regions • Humboldt Bay Western Hemisphere Shorebird Reserve Network complex (Humboldt Bay, Eel River, Elk River, Mad River) is an important location for migratory shorebirds and can have 10,000s of overwintering shorebirds (dunlin, least sandpiper, marbled godwit, willet), 1,000s of sanderlings, semipalmated plover, short-billed dowitcher • New River: snowy plover present year round; important migratory flyway, can support 20,000+ Aleutian Canada geese and 10-100,000 shorebirds in spring and fall • Bandon Marsh NWR: important shorebird area (<100,000 sandpipers, dunlin, dowitchers, plovers, phalaropes) • Coos estuary: overwintering and migratory waterfowl present, 10,000s shorebirds during spring/fall migration, western snowy plover critical habitat Significant seabird nesting colonies occur in the region for black oystercatcher, cormorants, alcids, storm-petrels, and gulls. Extremely high densities of common	Migratory shorebirds, fall and spring Pelicans present Feb-Dec Marbled murrelet can be present year round, nests during summer Loons Nov-May Grebes Oct-Apr Waterfowl Nov/Oct-Apr Nesting months: Cormorants Mar-Jul/Aug Oystercatcher Apr-Oct Alcids Apr-Aug Common murres Apr-Jul Storm-petrels May-Oct Western snowy plover Mar-Sep Western gull Apr-Jul Assemblage changes seasonally; highest abundance of seabirds Feb-Aug

Species Group	Species Subgroup and Geography	Seasonal Presence
	murres, cormorants and western gulls are found. Locations with especially high diversity or abundance are listed below: • Farallon Islands is largest seabird breeding colony south of Alaska and has 30% of California's nesting seabirds (13 species; 250,000 birds) including the largest colonies of Brandt's cormorant (12,000) and Western gull (20,000) in the world • Point Reyes National Seashore has high diversity and abundance of seabirds (<300,000) • Mendocino coast is the northern limit of ashy storm-petrel nesting and hosts a small breeding population of snowy plover (<5 pairs) at MacKerricher SP • Goat Island nesting, CA: 1,000+ Brandt's cormorant, 1,000+ common murre • Goat Island, OR: 109,000+ nesting seabirds, 24% of the state population of Leach's storm petrel, 1000s of roosting Aleutian Canada geese (spring), wintering dusky Canada geese • Whalehead Island NWR: Includes 4 rocks that are major seabird colonies supporting > 167,000 nesting seabirds • Mack Reef (25 rocks/islands/sea stacks): 10 species, > 211,706 nesting seabirds including 46% of OR pop of Leach's storm petrel • Redfish Rocks: 7+ species including 20,000+ common murres • Coquille Point Rocks: 60,000 nesting seabirds (56,000 are common murres)	
Sea Turtles	Leatherback sea turtles (FE) can be present in coastal waters in low numbers. Critical foraging habitat occurs in coastal waters south of Pt. Arena and north of Cape Blanco Green (FE), loggerhead (FT), and olive ridley (FT) sea turtles can be found offshore in low numbers	Leatherbacks present May-Nov
Pinnipeds and sea otters	Northern (Steller) sea lion (FT), California sea lion, northern elephant seal and harbor seals are all commonly found in the area of impact. Southern sea otters (FT) can be found in low concentrations around Point Reyes but are rare further north. Rookeries and haul-out locations are common in the region. Important rookery and haul-out sites are listed below: • Northern sea lion rookeries present in OR at Long Brown, Seal and Pyramid Rocks and in CA at Cape Mendocino, Sugarloaf Island and Southeast Farallon Island ○ OR is largest breeding site in continental U.S. (Three Arch Rocks, Orford Reef, and Rogue Reef) • Northern elephant seal rookeries are at Pt. Reyes (2,000 seals) and the Farallon Islands (<800 seals), haul-outs near Big Lagoon and Cape Arago SP • California sea lion and harbor seal haul-outs are numerous • California sea lion rookery near Caspar • Harbor seal rookeries at Cape Mendocino, near Sea Ranch and Pt. Reyes • Northern fur seal (20-100) rookery in the Farallon Islands is one of few breeding sites in the U.S.	Harbor seals pup Mar-May/Jun Northern sea lions pup May-Aug California sea lions common in Oregon Sep-May, pup in California May-Jul Northern elephant seals pup Dec-Mar, molt Apr-Aug Northern fur seals pup May-Aug
Whales and dolphins	*Coastal*: Gray whale, harbor porpoise, bottlenose dolphin are commonly seen in nearshore environments *Offshore*: Sei whale (FE), sperm whale (FE), *Kogia* spp., Baird's beaked whale, Cuvier's beaked whale and *Mesoplodon* spp.can all occur in offshore waters • All but sei whale are deep-diving and feed on squid *Found in coastal and offshore waters*: Fin whale (FE), humpback whale (FE), minke whale, northern right whale (FE), Dall's porpoise, killer whale, long-beaked common	Gray whales present Feb-Dec, calves present in spring Harbor porpoises present year round, calve Jun-Aug Blue whales, humpback

Species Group	Species Subgroup and Geography	Seasonal Presence
	dolphin, northern right-whale dolphin, Pacific white-sided dolphin, Risso's dolphin, short-beaked common dolphin, short-finned pilot whale *Concentration areas*: • High concentrations of harbor porpoises from Cape Mendocino to Prairie Creek Redwoods SP • Minke whales more common near Pt. Reyes • Blue whales more common south of Pt. Arena (summer) • Gray whales migrate through coastal waters in fall and spring; some remain and feed during the summer in the California Current	whales present spring-fall
Fish and Invertebrates	*Anadromous* Chinook salmon (FT), coho salmon (FE), and steelhead (FT) populations can be found in coastal rivers of northern California/southern Oregon • Juveniles use estuarine environments • Adults forage in ocean waters *Estuarine* • Tidewater goby (FE) nest in sand burrows in brackish estuarine areas in CA • Eelgrass beds are important nursery grounds for many species, including California halibut *Intertidal* • California grunion spawning runs occur on sand beaches • Surf smelt spawn in the upper intertidal zone of coarse sand/gravel beaches; eggs adhere to the substrate • Rocky intertidal areas are habitat for monkeyface prickleback, some species of rockfish, and larval fish • Black abalone (FE) can be found in shallow (0-20 ft) areas south of Pt. Arena; critical habitat is rocky shoreline south of Del Mar Landing Ecological Reserve *Nearshore* • Dungeness crab move nearshore to spawn • Surf perch school in shallow nearshore waters • Several species of shrimp and clams can be found in nearshore waters *Pelagic* Important habitat for forage fish (sardine, anchovy) and large predators (white shark) and other ecologically important species • Basking sharks filter feed near the surface • Ocean sunfish bask in surface waters of the open ocean *Demersal (groundfish)* • Many species of rockfish (>20) are found in the area • Adult rockfish and halibut spawn in deeper offshore waters in winter/spring • Kelp beds are important juvenile habitat for groundfish • Much of the area is groundfish Essential Fish Habitat	Salmon spawn fall-winter Tidewater goby spawns year round Grunions spawn Mar-Aug on the full moon; 3-4 runs per year Dungeness crabs mate in spring and spawn Jun-Sep
Benthic Habitats	Rocky reef habitats present around Pt. Reyes, Pt. Arena, Fort Bragg, Capetown, Patricks Point, Trinidad Beach Giant and bull kelp occur in nearshore waters along the shoreline. Large kelp beds can be found at Castle Rock NWR, King Range Natural Conservation Area, the shoreline from Ft. Bragg to Ft. Ross, Orford Reef, Cape Blanco, and Rogue Reef Eelgrass occurs in inland water and estuaries throughout the area of impact,	Kelp canopy is fullest Mar-Nov Eelgrass cover is fullest during summer

Species Group	Species Subgroup and Geography	Seasonal Presence
	including Humboldt Bay and contiguous water bodies, Eel river and tributary estuaries	

The Environmental Sensitivity Index (ESI) atlases for the potentially impacted coastal areas from a leak from the *Larry Doheny* 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 *Larry Doheny* is provided, both as text and as shading of the

applicable degree of risk bullet, for the WCD release of 73,000 bbl and a border around the Most Probable Discharge of 7,300 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 *Larry Doheny* is classified as High Risk for oiling probability for water column ecological resources for the WCD of 73,000 bbl because 100% 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 169 mi^2 of the upper 33 feet of the water column. For the Most Probable Discharge of 7,300 bbl, the *Larry Doheny* is classified as High Risk for oiling probability for water column ecological resources because 100% 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 17 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 *Larry Doheny* is classified as High Risk for oiling probability for water surface ecological resources for the WCD because 100% 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 16,300 mi^2. The *Larry Doheny* is classified as High Risk for oiling probability for water surface ecological resources for the Most Probable Discharge because 98% 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 4,400 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 *Larry Doheny* is classified as High Risk for oiling probability for shoreline ecological resources for the WCD because 58% 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 59 miles. The *Larry Doheny* is classified as High Risk for oiling probability to shoreline ecological resources for the Most Probable Discharge because 54% 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 28 miles.

Considering the modeled risk scores and the ecological resources at risk, the ecological risk from potential releases of the WCD of 73,000 bbl of heavy fuel oil from the *Larry Doheny* 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 winter concentrations of seals. 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 most of the shorelines at risk are composed of exposed rocky shores, and sand/gravel beaches, and include important bird nesting habitat

Table 3-2: Ecological risk factor scores for the **Worst Case Discharge of 73,000 bbl** of heavy fuel oil from the *Larry Doheny*.

Risk Factor	Risk Score			Explanation of Risk Score	Final Score
3A-1: Water Column Probability EcoRAR Oiling	Low	Medium	High	100% 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 321 mi^2 of the upper 169 feet of the water column	
3B-1: Water Surface Probability EcoRAR Oiling	Low	Medium	High	100% 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 16,300 mi^2	
3C-1: Shoreline Probability EcoRAR Oiling	Low	Medium	High	58% of the model runs resulted in shoreline oiling of 100 g/m^2	Med
3C-2: Shoreline Degree EcoRAR Oiling	Low	**Medium**	High	The length of shoreline contaminated by at least 100 g/m^2 was 59 mi	

For the Most Probable Discharge of 7,300 bbl, the ecological risk from potential releases of heavy fuel oil from the *Larry Doheny* is summarized as listed below and indicated in the far-right column in Table 3-3:

- Water column resources - Low, because of the smaller volume of water column impacts that are most likely to occur offshore away from areas with the highest concentration of sensitive water column resources
- Water surface resources - Medium, because the area affected is smaller, but there are still a large number of birds and marine mammals 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 – Medium, because most of the shorelines at risk are composed of exposed rocky shores, and sand/gravel beaches and include important bird nesting habitat

Table 3-3: Ecological risk factor scores for **the Most Probable Discharge of 7,300 bbl** of heavy fuel oil from the *Larry Doheny*.

Risk Factor	Risk Score			Explanation of Risk Score	Final Score
3A-1: Water Column Probability EcoRAR Oiling	Low	Medium	High	100% 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
3A-2: Water Column Degree EcoRAR Oiling	Low	Medium	High	The mean volume of water contaminated above 1 ppb was 17 mi^2 of the upper 33 feet of the water column	
3B-1: Water Surface Probability EcoRAR Oiling	Low	Medium	High	98% 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 4,400 mi^2	
3C-1: Shoreline Probability EcoRAR Oiling	Low	Medium	High	54% of the model runs resulted in shoreline oiling of 100 g/m^2	Med
3C-2: Shoreline Degree EcoRAR Oiling	Low	Medium	High	The length of shoreline contaminated by at least 100 g/m^2 was 28 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 *Larry Doheny* include very highly utilized recreational beaches and beach communities along the northern California and southern Oregon coasts. 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 parks, a national seashore, and a national marine sanctuary in the area of potential impact.

Shipping lanes run through the area of impact into the minor port of Coos Bay, Oregon, which has 37 vessel port calls with 1.7 million tonnage annually.

Commercial fishing is economically important to the region. Regional commercial landings for 2010 were nearly $60 million. There are also six Tribal Nations that fish in these waters.

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 *Larry Doheny* 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 *Larry Doheny*.

Resource Type	Resource Name	Economic Activities
Beach Communities	Caspar, CA Charleston, OR Coos Bay, OR Crescent City, CA Elk, CA Eureka, CA Fields Landing, CA Fort Bragg, CA Gold Beach, OR Gualala, CA Inglenook, CA Jenner, CA Little River, CA Manchester, CA	Potentially affected beach resorts and beach-front communities in California and Oregon 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 through the early fall months.

	McKinleyville, CA Nesika Beach, OR North Bend, OR Noyo, CA Orick, CA Point Arena, CA Port Orford, OR Sea Ranch, CA Shelter Cove, CA Trinidad, CA Westhaven, CA	
National Seashores	Point Reyes National Seashore	National seashores provide recreation for local and tourist populations while preserving and protecting the nation's natural shoreline treasures. National seashores are coastal areas federally designated as being of natural and recreational significance as a preserved area.
National Parks	Oregon Dunes National Recreation Area Redwoods National Park	Coastal national parks provide recreation and nature study and help to preserve the nation's natural treasures.
National Marine Sanctuaries	Cordell Bank National Marine Sanctuary	National marine sanctuaries preserve unique marine resources and provide opportunities for study.
National Wildlife Refuges	Bandon Marsh NWR (OR) Oregon Islands NWR (OR) Castle Rock NWR (CA) Humboldt Bay NWR (CA) Farallon NWR (CA)	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	Bandon State Natural Area, OR Bolon Island Tideways Scenic Corridor, OR Bullards Beach State Park, OR Cape Arago State Park, OR Cape Blanco State Park, OR Cape Sebastian State Scenic Corridor, OR Caspar Headlands State Beach, CA Fort Humboldt State Historic Park, CA Fort Ross State Historic Park, CA Geisel Monument State Heritage Park, OR Greenwood State Beach, CA Harris Beach State Park, OR Harry A. Merlo State Park, CA Humboldt Lagoons State Park, CA Humbug Mountain State Park, OR Jug Handle State Reserve, CA Little River State Beach, CA MacKerricher State Park, CA McVay Rock State Recreation Site, OR Otter Point State Recreation Area, OR Patrick's Point State Park, CA Pelican State Beach, CA Pistol River State Scenic Viewpoint, OR	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 California and Oregon are potentially impacted. Many of these recreational activities are limited to or concentrated into the late spring into early fall months.

	Port Orford Heads State Park, OR Samuel H. Boardman State Scenic Corridor, OR Schooner Gulch State Beach, CA Seven Devils State Recreation Site, OR Shore Acres State Park, OR Sinkyone Wildnerness State Park, CA Sonoma Coast State Beach, CA Sunset Bay State Park, OR Tolowa Dunes State Park, CA Tomales Bay State Park, CA Trinidad State Beach, CA Umpqua Lighthouse State Park, OR Van Damme State Park, CA Westport-Union Landing State Park, CA	
Tribal Lands	Big Lagoon Indian Reservation	Big Lagoon Rancheria is a federally recognized tribe of Yurok and Tolowa Indians with a population of 24.
	Coos, Lower Umpqua & Siuslaw Indian Reservation	The Confederated Tribes of Coos, Lower Umpqua, and Siuslaw Indians are the original inhabitants of the central and south-central coast of Oregon. Their homeland includes the estuaries of the Coos Bay, and the Umpqua and Siuslaw Rivers.
	Coquille Indian Reservation	The Coquille Indian Tribe is the United States Bureau of Indian Affairs-recognized Native American tribal entity of the Coquille people, who have traditionally lived on the southern Oregon Coast.
	Trinidad Indian Reservation	The Cher-Ae Heights Indian Community of the Trinidad Rancheria is a federally recognized tribe located near the City of Trinidad, CA.
	Manchester-Point Arena Indian Reservation	The Manchester-Point Arena Rancheria is a federally recognized tribe of Pomo Indians in California. There is a total population of 212.
	Stewarts Point Indian Reservation	The Kashia band of Pomo Indians of the Stewarts Point Rancheria is a federally recognized tribe. The population of the reservation is over 86.
Commercial Fishing	A number of fishing fleets use the surrounding waters for commercial fishing purposes.	
	Brookings, OR	Total Landings (2010): $5.2M
	Coos Bay-Charleston	Total Landings (2010): $24.0M
	Crescent City, CA	Total Landings (2010): $10.6M
	Eureka, CA	Total Landings (2010): $9.7M
	Fort Bragg, CA	Total Landings (2010): $6.8M
	Port Orford, OR	Total Landings (2010): $3.4M
Ports	There is one relatively small 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.	
	Coos Bay, OR	37 port calls annually

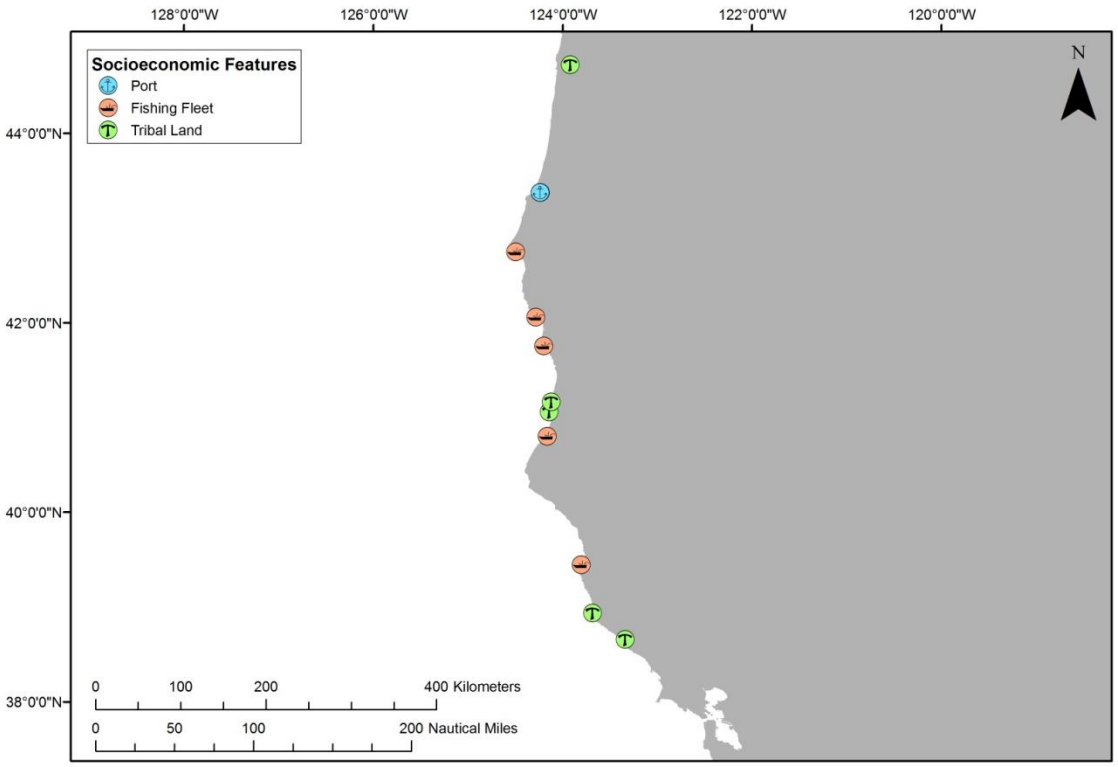


Figure 4-1: Tribal lands, ports, and commercial fishing fleets at risk from a release from the *Larry Doheny*.

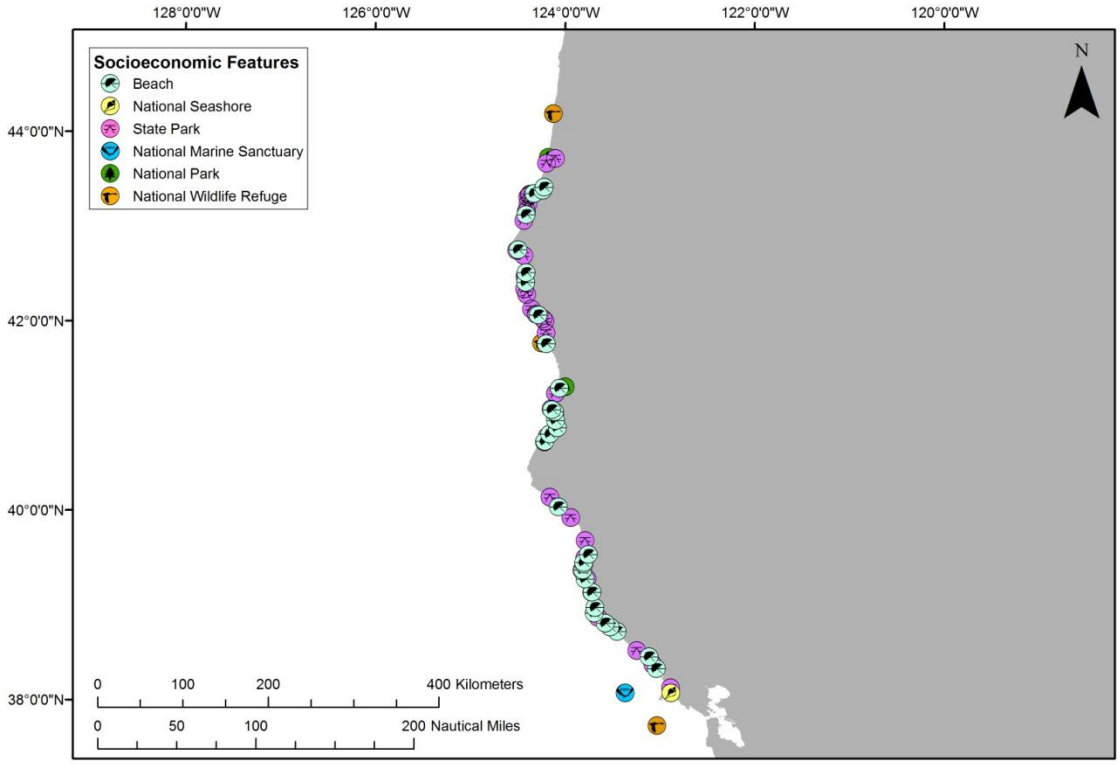


Figure 4-2: Beaches, coastal state parks, and Federal protected areas at risk from a release from the *Larry Doheny*.

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 were one. 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 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, in the text classification for the *Larry Doheny* shading indicates the degree of risk for the WCD release of 73,000 bbl and a border indicates degree of risk for the Most Probable Discharge of 7,300 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 *Larry Doheny* is classified as High Risk for oiling probability and Medium Risk for degree of oiling for water column socio-economic resources for the WCD of 73,000 bbl because 100% 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 169 mi^2 of the upper 33 feet of the water column. For the Most Probable Discharge of 7,300 bbl, the *Larry Doheny* is classified as High Risk for oiling probability for water column socio-economic resources because 100% 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 17 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 *Larry Doheny* is classified as High Risk for both oiling probability and degree of oiling for water surface socio-economic resources for the WCD because 100% 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 16,300 mi^2. The *Larry Doheny* is classified as High Risk for oiling probability for water surface socio-economic resources for the Most Probable Discharge 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. It is classified as Medium Risk for degree of oiling because the mean area of water contaminated was 4,440 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 *Larry Doheny* is classified as High Risk for oiling probability for shoreline socio-economic resources for the WCD because 62% of the model runs resulted in shorelines affected above the threshold of 1 g/m^2. It is classified as High Risk for degree of oiling because the mean length of weighted shoreline contaminated was 113 miles. The *Larry Doheny* is classified as High Risk for oiling probability and Medium Risk for degree of oiling for shoreline socio-economic resources for the Most Probable Discharge as 59% 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 95 miles.

Considering the modeled risk scores and the socio-economic resources at risk, the socio-economic risk from potential releases of the WCD of 73,000 bbl of heavy fuel oil from the *Larry Doheny* 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 impacted in an area with fishing grounds
- Water surface resources – Low, because although there would be a relatively large area of offshore surface water impacted there is little port activity and other shipping lanes are further out to sea. 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, tarballs, and streamers
- Shoreline resources – High, because a relatively large length of high-value and sensitive shoreline resources would be impacted including tribal lands

Table 4-2: Socio-economic risk factor ranks for the **Worst Case Discharge of 73,000 bbl** of heavy fuel oil from the *Larry Doheny*.

Risk Factor	Risk Score			Explanation of Risk Score	Final Score
4A-1: Water Column Probability SRAR Oiling	Low	Medium	High	100% 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 169 mi^2 of the upper 33 feet of the water column	
4B-1: Water Surface Probability SRAR Oiling	Low	Medium	High	100% of the model runs resulted in at least 1,000 mi^2 of water surface covered by at least 0.01 g/m^2	Low
4B-2: Water Surface Degree SRAR Oiling	Low	Medium	High	The mean area of water contaminated above 0.01 g/m^2 was 16,300 mi^2	
4C-1: Shoreline Probability SRAR Oiling	Low	Medium	High	62% of the model runs resulted in shoreline oiling of 1 g/m^2	High
4C-2: Shoreline Degree SRAR Oiling	Low	Medium	High	The length of shoreline contaminated by at least 1 g/m^2 was 113 mi	

For the Most Probable Discharge of 7,300 bbl, the socio-economic risk from potential releases of heavy fuel oil from the *Larry Doheny* 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 impacted in an area with fishing grounds
- Water surface resources – Low, because although there would be a relatively large area of offshore surface water impacted there is little port activity and other shipping lanes are further out to sea. 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, tarballs, and streamers
- Shoreline resources – High, because a relatively large length of high-value and sensitive shoreline resources would be impacted including tribal lands

Table 4-3: Socio-economic risk factor ranks for the **Most Probable Discharge of 7,300** bbl of heavy fuel oil from the *Larry Doheny*.

Risk Factor	Risk Score			Explanation of Risk Score	Final Score
4A-1: Water Column Probability SRAR Oiling	Low	Medium	High	100% 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 17 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	Low
4B-2: Water Surface Degree SRAR Oiling	Low	Medium	High	The mean area of water contaminated above 0.01 g/m^2 was 4,440 mi^2	
4C-1: Shoreline Probability SRAR Oiling	Low	Medium	High	59% of the model runs resulted in shoreline oiling of 1 g/m^2	High
4C-2: Shoreline Degree SRAR Oiling	Low	Medium	High	The length of shoreline contaminated by at least 1 g/m^2 was 95 mi	

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

The overall risk assessment for the *Larry Doheny* 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 *Larry Doheny* scores High with 15 points; for the Most Probable Discharge, the *Larry Doheny* 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 *Larry Doheny*. The final determination rests with the U.S. Coast Guard.

Larry Doheny	**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 *Larry Doheny*.

Vessel Risk Factors		Data Quality Score	Comments		Risk Score
Pollution Potential Factors	A1: Oil Volume (total bbl)	Medium	Maximum of 72,500 bbl, not reported to be leaking		**Med**
	A2: Oil Type	High	Cargo is heavy crude oil, a Group IV oil type		
	B: Wreck Clearance	High	Vessel not reported as cleared		
	C1: Burning of the Ship	High	A significant fire was reported		
	C2: Oil on Water	High	Oil was reported on the water; amount is not known		
	D1: Nature of Casualty	High	One torpedo, explosions, and fire		
	D2: Structural Breakup	High	Unknown Structural Breakup		
Archaeological Assessment	Archaeological Assessment	High	Detailed sinking records of this ship exist, assessment is believed to be very accurate		**Not Scored**
Operational Factors	Wreck Orientation	Low	Unknown, potential to be upright		**Not Scored**
	Depth	Low	>4,500 ft		
	Visual or Remote Sensing Confirmation of Site Condition	Low	Location unknown		
	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 above impact thresholds are most likely offshore	**Med**	**Low**
	3B: Water Surface Resources	High	Heavy crude oil will form tarballs that can persistent and travel large distances; many important coastal resources at risk	**High**	**Med**
	3C: Shore Resources	High	Mostly high energy rocky shores and sand beaches at risk, though they include important bird nesting habitat	**Med**	**Med**
Socio-Economic Resources	4A: Water Column Resources	High	Moderate area of water column would be impacted in an area with fishing grounds	**Med**	**Low**
	4B: Water Surface Resources	High	Although there would be a relatively large area of offshore surface water impacted, there is little port activity and other shipping lanes are further out to sea	**Low**	**Low**
	4C: Shore Resources	High	Relatively large length of high-value and sensitive shoreline resources would be impacted including tribal lands	**High**	**High**
Summary Risk Scores				**15**	**12**