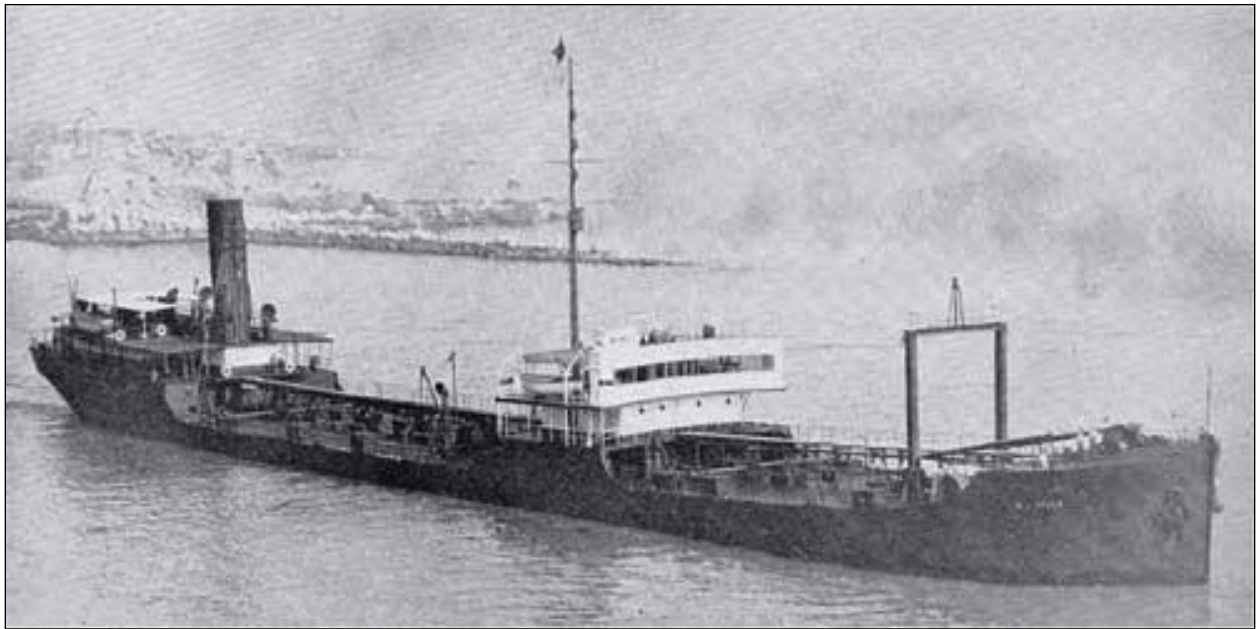


Screening Level Risk Assessment Package

W.L. Steed



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Photo: Photograph of *W.L. Steed*
Source: <http://www.uboot.net/allies/merchants/1308.html>



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Project Background

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

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

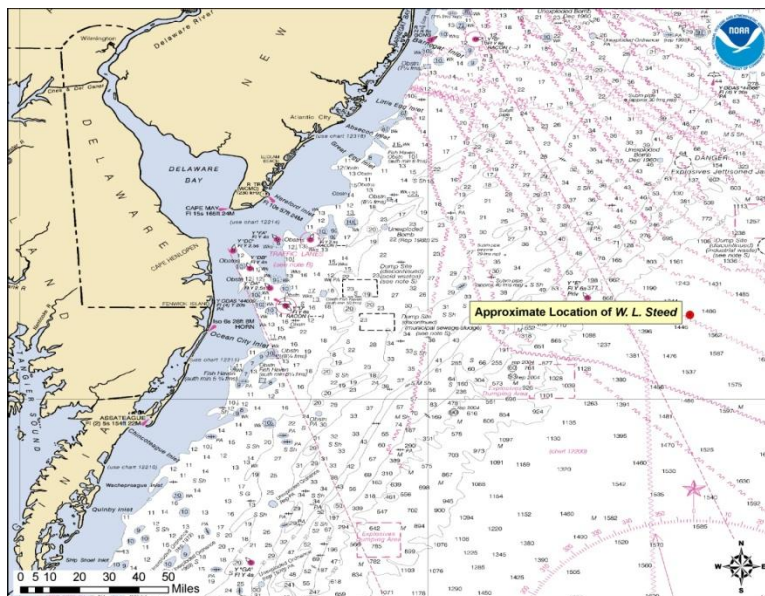
The potential polluting shipwrecks were identified through searching a broad variety of historical sources. NOAA then worked with Research Planning, Inc., RPS ASA, and Environmental Research Consulting to conduct the modeling forecasts, and the ecological and environmental resources at risk assessments.

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

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

Executive Summary: *W.L. Steed*

The tanker *W.L. Steed*, torpedoed and sunk during World War II about 90 miles off the mouth of the Delaware River 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 *W.L. Steed*, 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, *W.L. Steed* scores High with 17 points; for the Most Probable Discharge (10% of the Worst Case volume), *W.L. Steed* scores Medium with 13 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 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 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	High
	3C: Shore Resources	Med	Low
Socio-Economic Resources	4A: Water Column Resources	Med	Low
	4B: Water Surface Resources	High	High
	4C: Shore Resources	Med	Med
Summary Risk Scores		17	13

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: *W.L. Steed*

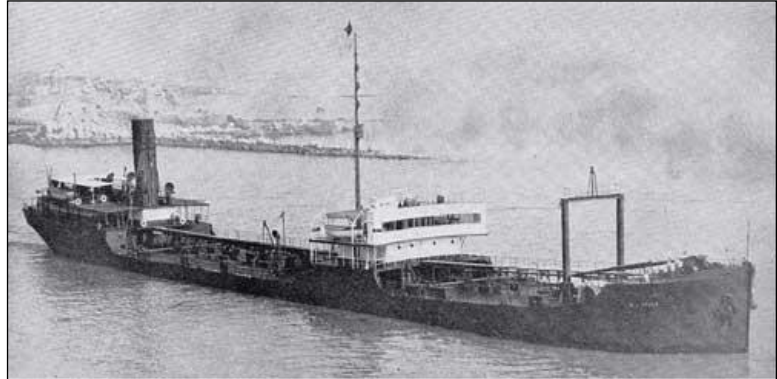
Official Number: 216877

Vessel Type: Tanker

Vessel Class: Unknown

Former Names: N/A

Year Built: 1918



Builder: Bethlehem Steel Company, Quincy, MA

Builder's Hull Number: 269

Flag: American

Owner at Loss: Standard Oil Company of New Jersey

Controlled by: Unknown

Chartered to: Unknown

Operated by: Standard Oil Company of New Jersey

Homeport: Wilmington, DE

Length: 416 feet

Beam: 56 feet

Depth: 32 feet

Gross Tonnage: 6,182

Net Tonnage: 3,799

Hull Material: Steel

Hull Fastenings: Riveted

Powered by: Oil-fired steam

Bunker Type: Heavy fuel oil (Bunker C)

Bunker Capacity (bbl): 7,650

Average Bunker Consumption (bbl) per 24 hours: Unknown

Liquid Cargo Capacity (bbl): 65,936

Dry Cargo Capacity: Unknown

Tank or Hold Description: Unknown

Casualty Information

Port Departed: Cartegena, Columbia

Destination Port: New York

Date Departed: January 23, 1942

Date Lost: February 2, 1942

Number of Days Sailing: ≈ 11

Cause of Sinking: Act of War (Torpedo and Shellfire)

Latitude (DD): 38.4167

Longitude (DD): -72.7167

Nautical Miles to Shore: 90

Nautical Miles to NMS: 206

Nautical Miles to MPA: 0

Nautical Miles to Fisheries: Unknown

Approximate Water Depth (Ft): 6,000

Bottom Type: Sand

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

Wreck Orientation: Unknown

Vessel Armament: None

Cargo Carried when Lost: 65,936 bbl of crude oil

Cargo Oil Carried (bbl): 65,936

Cargo Oil Type: Unknown crude oil

Probable Fuel Oil Remaining (bbl): $\leq 12,000$

Fuel Type: Heavy fuel oil (Bunker C)

Total Oil Carried (bbl): $\leq 77,936$

Dangerous Cargo or Munitions: No

Munitions Carried: None

Demolished after Sinking: No

Salvaged: No

Cargo Lost: Yes

Reportedly Leaking: No

Historically Significant: Yes

Gravesite: Yes

Salvage Owner: Not known if any

Wreck Location

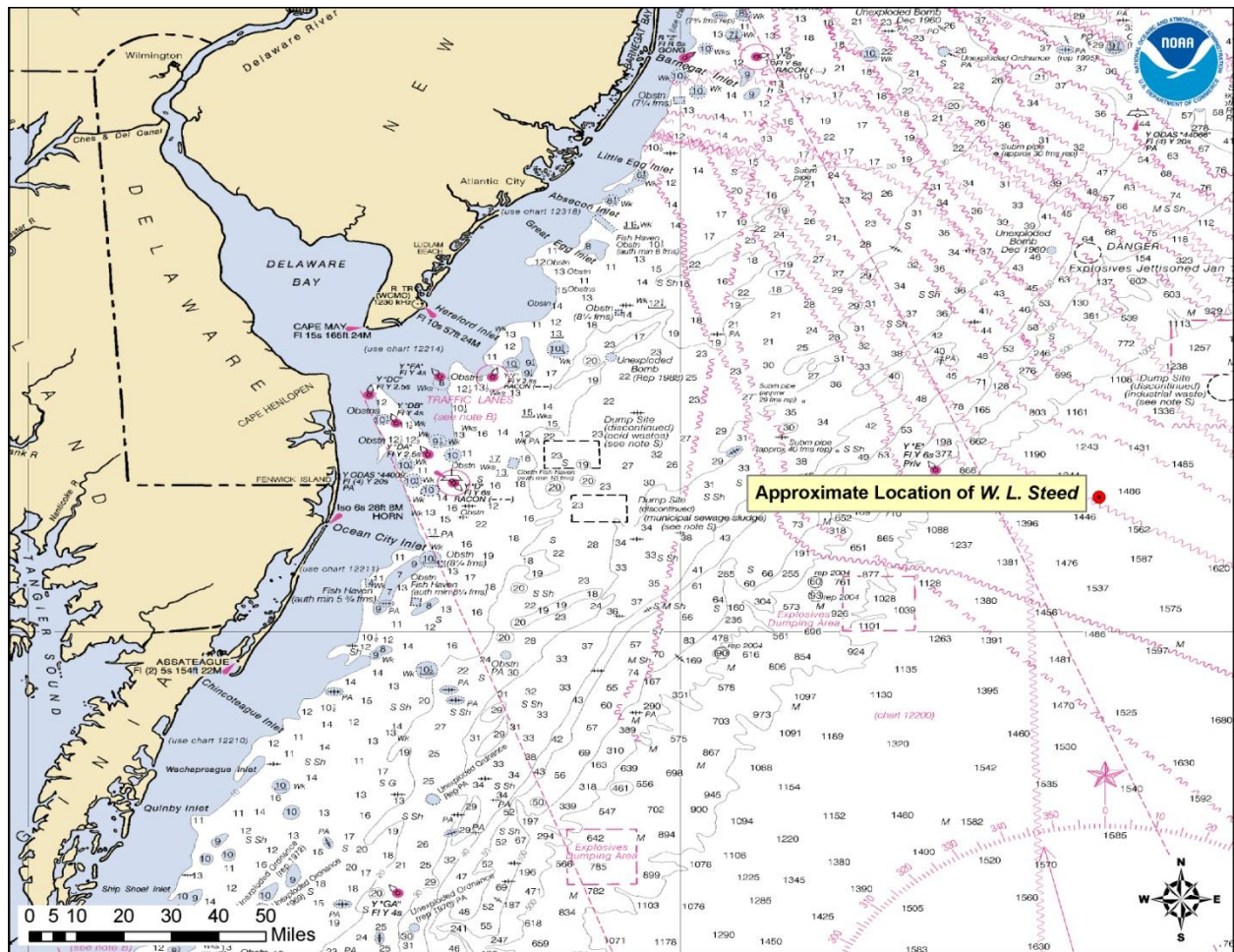


Chart Number: 13003

Casualty Narrative

"At 19.40 hours on 2 Feb, 1942, the unescorted and unarmed *W.L. Steed* (Master Harold G. McAvenia) was hit on the starboard side by two stern torpedoes from *U-103* when steaming on a zigzag course at 10.5 knots about 90 miles off the mouth of the Delaware River. The torpedo struck the #3 tank and set the ship on fire, which was soon extinguished by breaking seas. At 20.04 hours, the U-boat fired a coup de grâce which was a tube runner and missed. After the nine officers and 29 crewmen abandoned ship in four lifeboats, the Germans began shelling the tanker with 83 rounds from the deck gun and set her on fire again with 17 hits. At 21.20 hours, a second coup de grâce was fired that hit aft of the bridge and caused the cargo to explode, sending flames 500 feet in the air. The tanker settled by the bow, capsized and sank in about 10 minutes.

The four lifeboats drifted apart in a snowstorm with rough seas and many of the survivors died of exposure in the bad and cold weather. Only the chief and second mates of the 15 survivors in one boat were alive when picked up four days later by the British steam merchant *Hartlepool*, but the chief mate died ashore in a hospital one day after arriving at Halifax on 9 February while the second mate had to stay

in hospital until 28 February. Three of the five men in another boat were picked up after two days by HMS *Alcantara* (F 88) and landed at Halifax on 7 February. When a third boat with 14 survivors was located on 12 February by the British steam merchant *Raby Castle* in 37°38N/68°33W, only one of the four men in it was still alive who died three days later and was buried at sea. The four men that cleared the ship first in a boat were never found, only an empty lifeboat was located on 19 February by the Mexican steam tanker *Poza Rica* northwest of Cape Hatteras."

[-http://www.uboaat.net/allies/merchants/ships/1308.html](http://www.uboaat.net/allies/merchants/ships/1308.html)

General Notes

No notes available in database.

Wreck Condition/Salvage History

Unknown; wreck has never been found, wreck is likely in over 6,000 feet of water around 100 miles from Delaware Bay.

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 *W.L. Steed* 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. We know from archival research that the ship was struck by one torpedo in the number three tank (Fig. 1-1), which was immediately set on fire. The initial fire was soon put out by the sea, however, and the crew began to abandon ship.

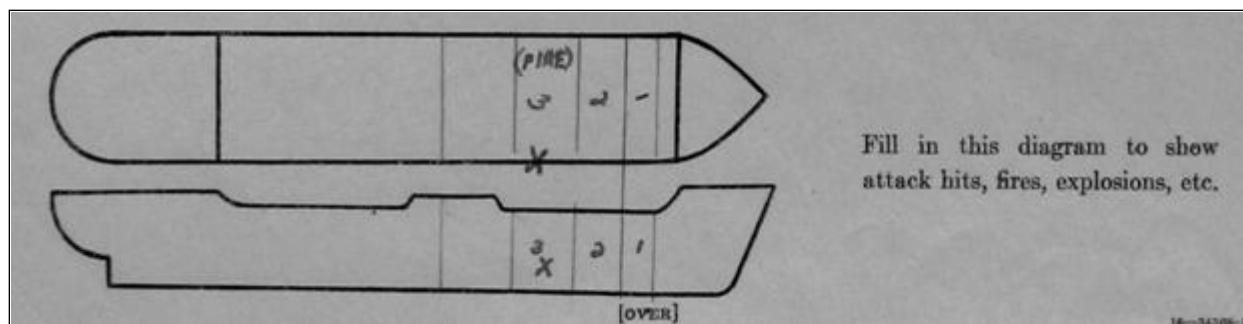


Figure 1-1: U.S. Coast Guard diagram of the location of torpedo impact on *W.L. Steed* (Image courtesy of National Archives, Washington, DC).

Survivors reported that after they abandoned ship, the submarine came to the surface and began to shell the tanker. The submarine fired many rounds at the ship and 17 were believed to hit the ship at the bridge and the boiler room. The ship “soon caught fire and was burning fiercely on the poop until she finally blew up, about 40 minutes after having been struck by the torpedo.” As the ship sank, the boilers were thought to have exploded (this was actually another torpedo fired by the submarine) and fire shot up around 500 feet in the air.

Based on the location of the torpedo and shellfire impacts and the explosions onboard, it is likely that many of the cargo or bunker tanks onboard the ship were damaged or destroyed. 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 6,000 feet, it is likely to have settled upright and may no longer contain oil. Since the shipwreck has never been discovered, however, it is not possible to determine with any degree of accuracy what the current condition of the wreck is and how likely the vessel is to contain oil.

The only way to conclusively determine the condition of the shipwreck will be to examine the site after it is discovered. 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 Register of Historic Places. The site is also considered a war grave and appropriate actions should be undertaken to minimize disturbance to the site.

Background Information References

Vessel Image Sources: <http://www.uboot.net/allies/merchants/1308.html>

Construction Diagrams or Plans in RULET Database? No

Text References:

-Office of the Chief of Naval Operations

Tenth Fleet ASW Analysis & Stat. Section Series XIII. Report and Analyses of U. S. and Allied Merchant Shipping Losses 1941-1945 Williams D. Burnham – YP-453, Records of the Office of the Chief of Naval Operations, Box 253, Record Group 38, National Archives at College Park, MD

<http://www.uboa.net/allies/merchants/1308.html>

Vessel Risk Factors

In this section, the risk factors that are associated with the vessel are defined and then applied to the *W.L. Steed* 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

Pollution Potential Tree

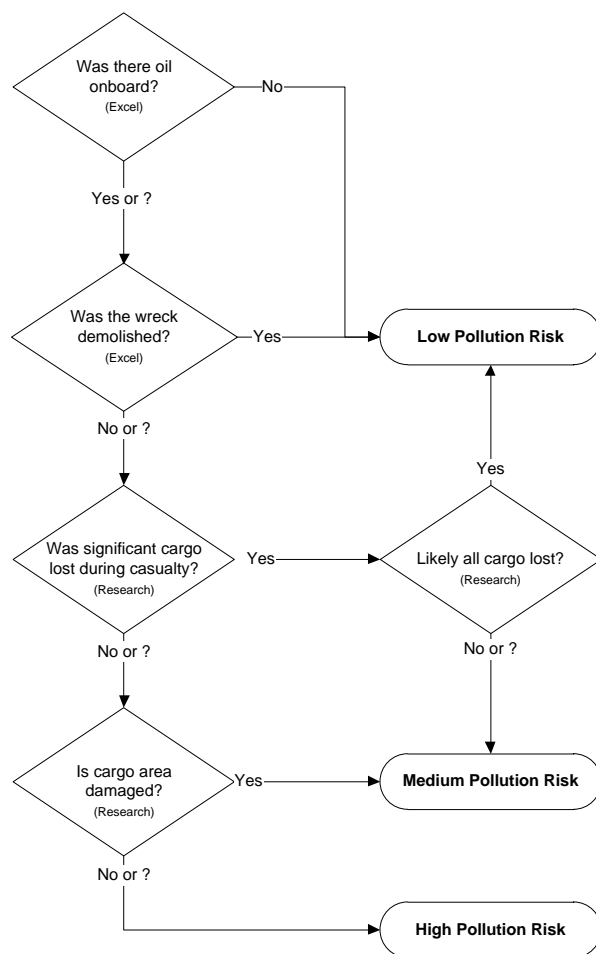


Figure 1-2: U.S. Coast Guard Salvage Engineering Response Team (SERT) developed the above Pollution Potential Decision Tree.

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 data for each vessel. SERT reviewed the general historical information available for the database as a whole and provided a stepwise analysis for an initial indication of Low/Medium/High values for each vessel.

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

Each 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 *W.L. Steed* is provided, both as text and as **shading** of the applicable degree of risk bullet.

Risk Factor 1 for Hazards on Board the Vessel – Pollution Potential

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 *W.L. Steed* is ranked as High Volume because it is thought to have a potential for up to 77,936 bbl, although some of that was lost at the time of the casualty due to the explosions and fire. 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 *W.L. Steed*.

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 grouping¹. (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 *W.L. Steed* is classified as Medium Risk because the cargo is crude oil, a Group III 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 *W.L. Steed* is classified as High Risk because there are no known historic accounts of the wreck being demolished as a hazard to navigation. Data quality is high.

Was significant cargo or bunker lost during casualty?

Risk Factor C1: Burning of the Ship

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

- **Low Risk:** Burned for multiple days
- **Medium Risk:** Burned for several hours
- **High Risk:** No burning reported at the time of the vessel casualty

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]; not included because not likely present on wrecks

- **Unknown:** It is not known whether or not the vessel burned at the time of the casualty

The *W.L. Steed* is classified as Medium Risk because there was a significant fire and explosions reported at the time of casualty. Data quality is high.

Risk Factor C2: Reported Oil on the Water

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

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

The *W.L. Steed* is classified as Medium Risk because 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 *W.L. Steed* is classified as Low Risk because there were multiple torpedo detonations, shellfire hits, fires, and the tanks exploded. 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 *W.L. Steed* is classified as Unknown Risk because it is not known if the vessel broke apart at the time of casualty or after it sank. 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 *W.L. Steed* 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 *W.L. Steed* is believed to be greater than 6,000 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 *W.L. Steed* 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 *W.L. Steed* did not carry any munitions. 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 *W.L. Steed*. Operational factors are listed but do not have a risk score.

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

Vessel Risk Factors		Data Quality Score	Comments	Risk Score
Pollution Potential Factors	A1: Oil Volume (total bbl)	Medium	Maximum of 77,936 bbl, not reported to be leaking	Med
	A2: Oil Type	High	Cargo is crude oil, a Group III oil type	
	B: Wreck Clearance	High	Vessel not reported as cleared	
	C1: Burning of the Ship	High	Severe fire reported	
	C2: Oil on Water	High	Oil was reported on the water; amount is not known	
	D1: Nature of Casualty	High	Multiple torpedo detonations, shellfire damage, fire, tanks exploded	
	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	>6,000 ft	
	Visual or Remote Sensing Confirmation of Site Condition	Low	Location unknown	
	Other Hazardous Materials Onboard	High	No	
	Munitions Onboard	High	No	
	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 *W.L. Steed* this would be about 78,000 bbl (65,936 bbl of crude as cargo and approximately 12,000 bbl of bunker fuel based on the vessel's size) 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 *W.L. Steed*, 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 cause 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 *W.L. Steed*.

Scenario Type	Release per Episode	Time Period	Release Rate	Relative Likelihood	Response Tier
Chronic (0.1% of WCD)	78 bbl	Fairly regular intervals or constant	100 bbl over several days	More likely	Tier 1
Episodic (1% of WCD)	780 bbl	Irregular intervals	Over several hours or days	Most Probable	Tier 1-2
Most Probable (10% of WCD)	7,800 bbl	One-time release	Over several hours or days	Most Probable	Tier 2
Large (50% of WCD)	39,000 bbl	One-time release	Over several hours or days	Less likely	Tier 2-3
Worst Case	78,000 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 *W.L. Steed* contained a maximum of 65,936 bbl of crude oil (a Group III oil) as cargo and 12,000 bbl of bunker fuel oil (a Group IV oil). Because the bulk of the oil likely remaining on board is crude oil, the oil spill model was run using crude 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/m², 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/m² 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/m² 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/m² 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 m² 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 *W.L. Steed* 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 mi² 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.

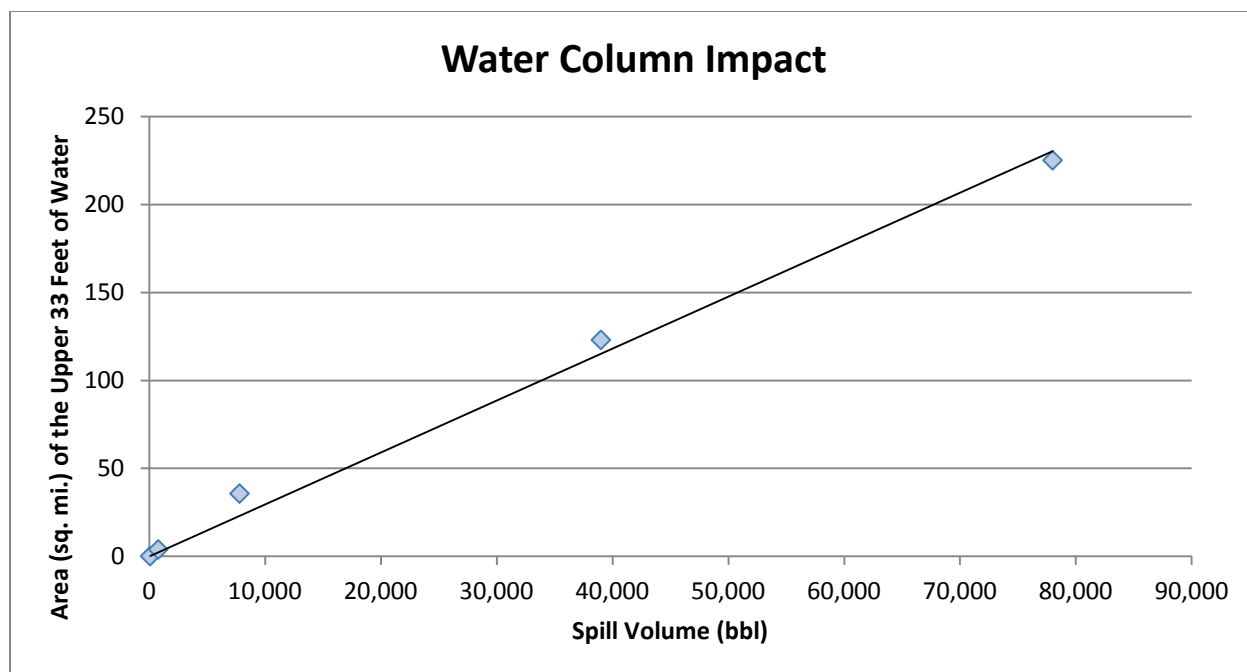


Figure 2-1: Regression curve for estimating the volume of water column at or above 1 ppb aromatics impacted as a function of spill volume for the *W.L. Steed*.

Potential Water Surface Slick

The slick size from an oil release from the *W.L. Steed* 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/m², and is not able to spread any thinner. As a result, water surface oiling results are identical for the 0.01 and 10 g/m² thresholds. The slick will not be continuous but rather broken and patchy; 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 *W.L. Steed*.

Scenario Type	Oil Volume (bbl)	Estimated Slick Area Swept Mean of All Models	
		0.01 g/m ²	10 g/m ²
Chronic	78	810 mi ²	6,600 mi ²
Episodic	780	21,700 mi ²	21,600 mi ²
Most Probable	7,800	81,800 mi ²	81,600 mi ²
Large	39,000	229,000 mi ²	228,000 mi ²
Worst Case Discharge	78,000	366,000 mi ²	365,000 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.

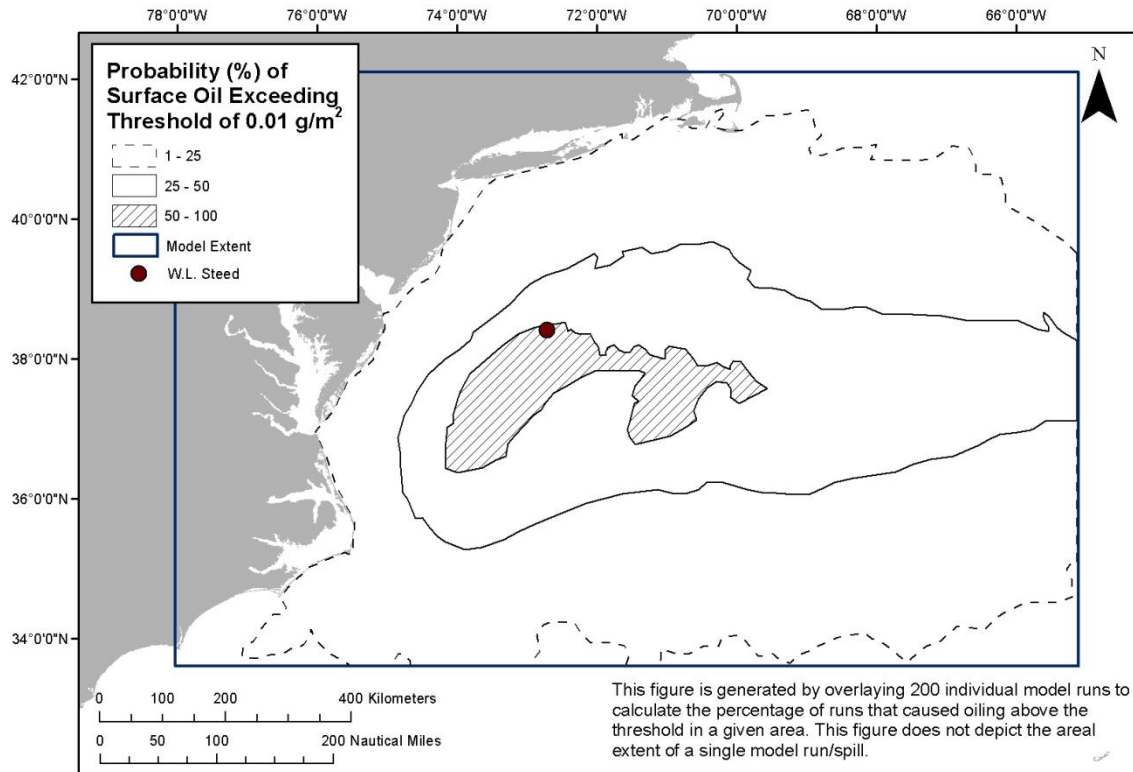


Figure 2-2: Probability of surface oil (exceeding 0.01 g/m^2) from the Most Probable spill of 7,800 bbl of crude oil from the W.L. Steed at the threshold for socio-economic resources at risk.

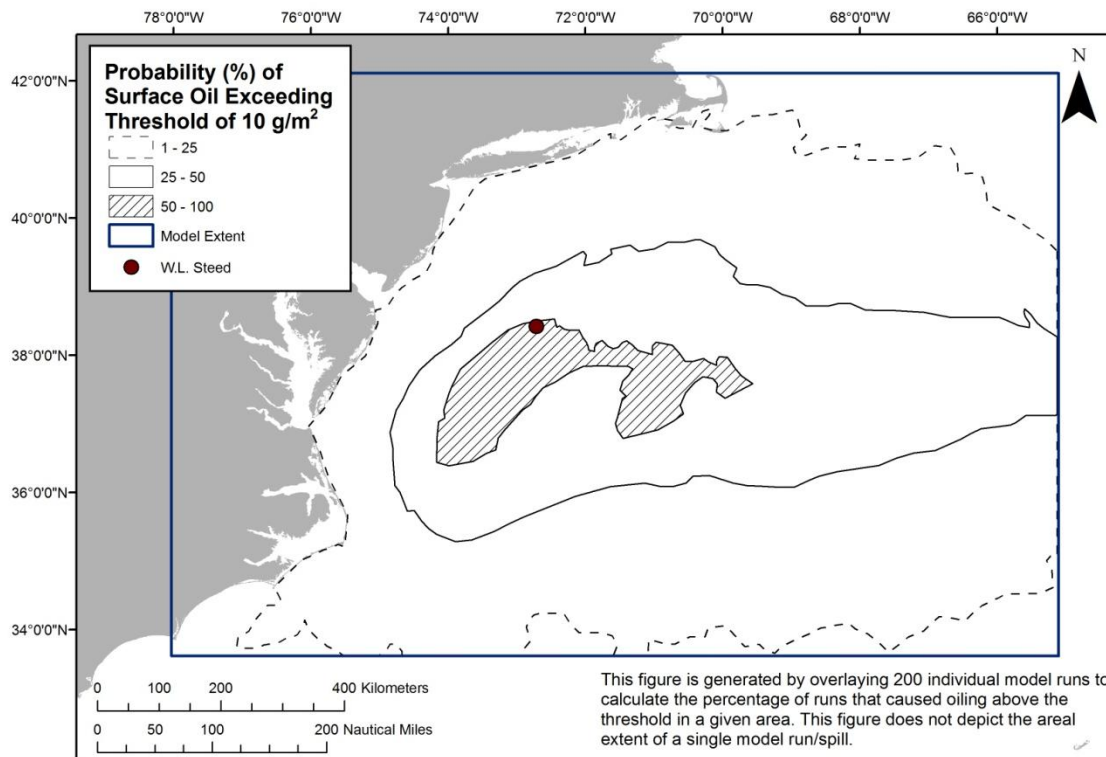


Figure 2-3: Probability of surface oil (exceeding 10 g/m^2) from the Most Probable spill of 7,800 bbl of crude oil from the W.L. Steed at the threshold for ecological resources at risk.

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.

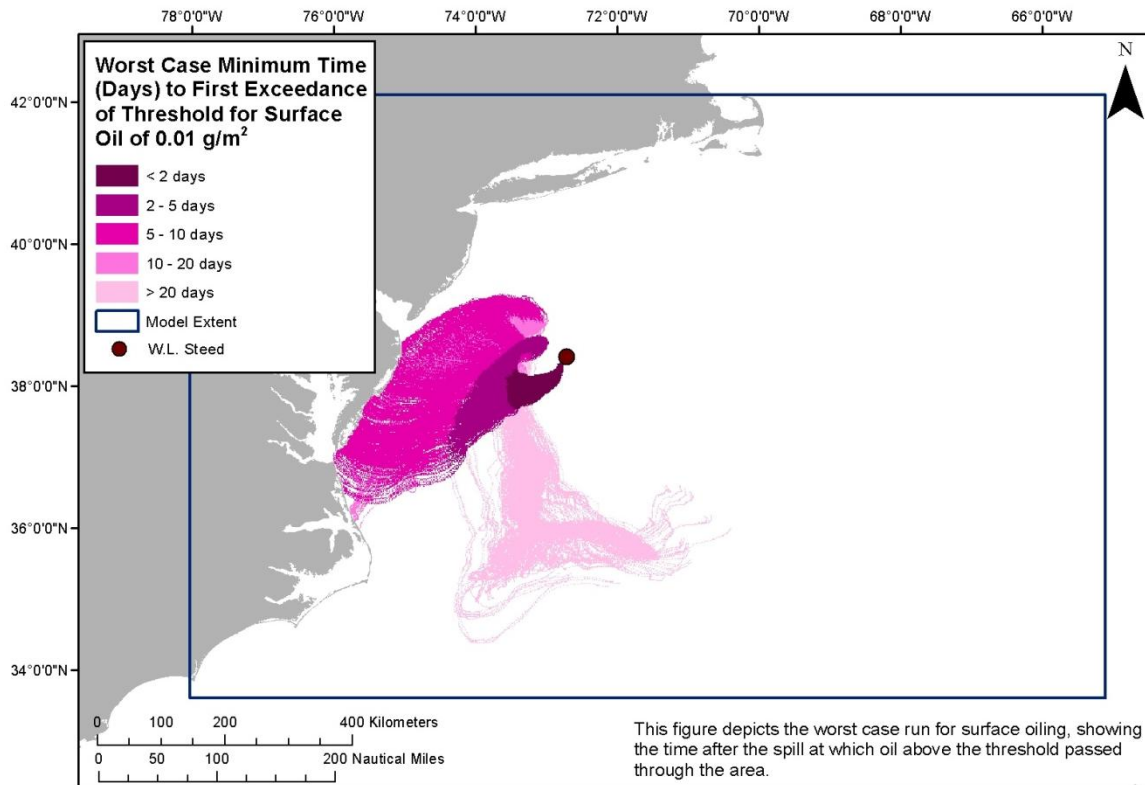


Figure 2-4: Water surface oiling from the Most Probable spill of 7,800 bbl of crude oil from the *W.L. Steed* shown as the area over which the oil spreads at different time intervals.

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.

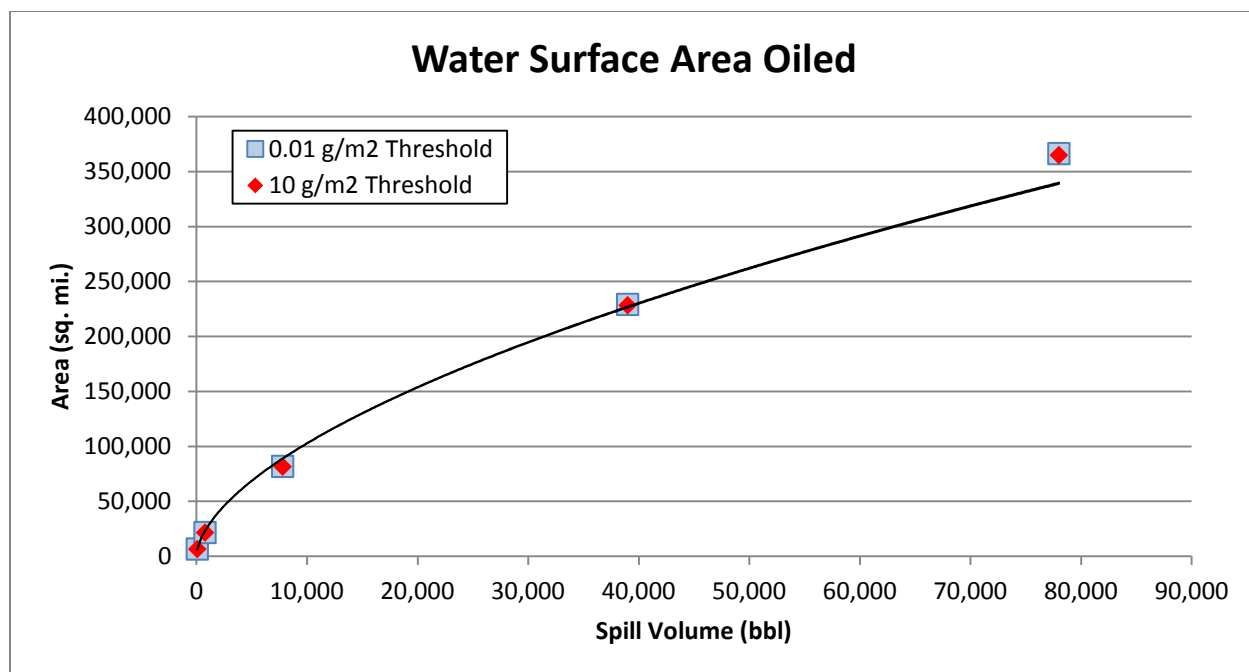


Figure 2-5: Regression curve for estimating the amount of water surface oiling as a function of spill volume for the *W.L. Steed*, showing both the ecological threshold of 10 g/m² and socio-economic threshold of 0.01 g/m². The curves are similar and thus plot on top of each other.

Potential Shoreline Impacts

Based on these modeling results, shorelines from as far north as Cape Cod, to as far south as Cape Lookout, North Carolina, are at risk. Figure 2-6 shows the probability of oil stranding on the shoreline at concentrations that exceed the threshold of 1 g/m², for the Most Probable release of 7,800 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/m² by scenario type are shown in Table 2-4.

Table 2-4: Estimated shoreline oiling from leakage from the *W.L. Steed*.

Scenario Type	Volume (bbl)	Estimated Miles of Shoreline Oiling Above 1 g/m ²			
		Rock/Gravel/Artificial	Sand	Wetland/Mudflat	Total
Chronic	78	2	8	0	10
Episodic	780	2	24	1	27
Most Probable	7,800	2	29	4	35
Large	39,000	2	35	7	44
Worst Case Discharge	78,000	3	38	9	50

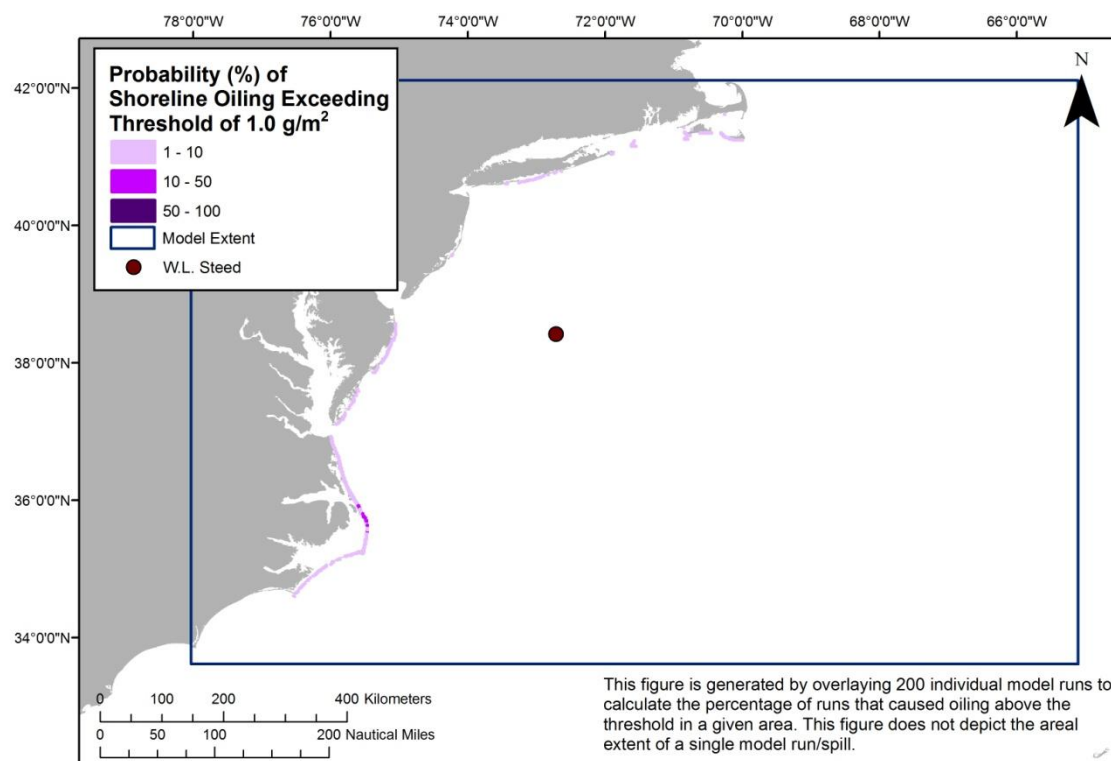


Figure 2-6: Probability of shoreline oiling (exceeding 1.0 g/m²) from the Most Probable Discharge of 7,800 bbl of crude oil from the *W.L. Steed*.

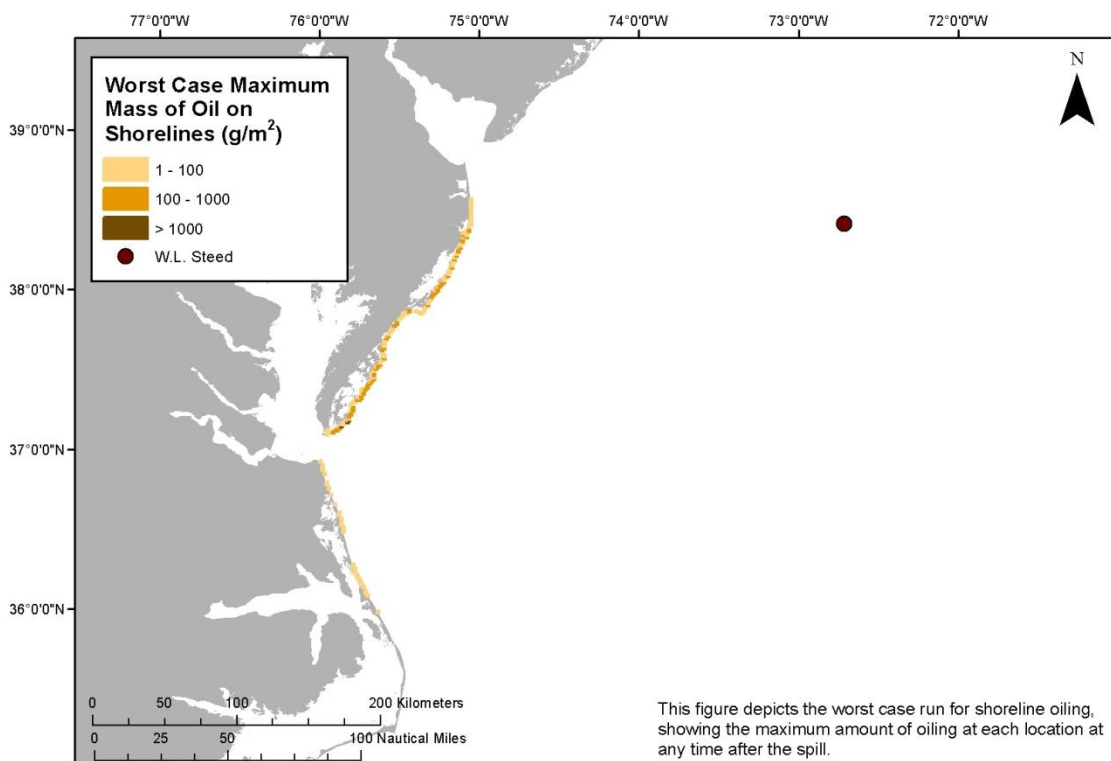


Figure 2-7: The extent and degree of shoreline oiling from the single model run of the Most Probable Discharge of 7,800 bbl of crude oil from the *W.L. Steed* that resulted in the greatest shoreline oiling.

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.

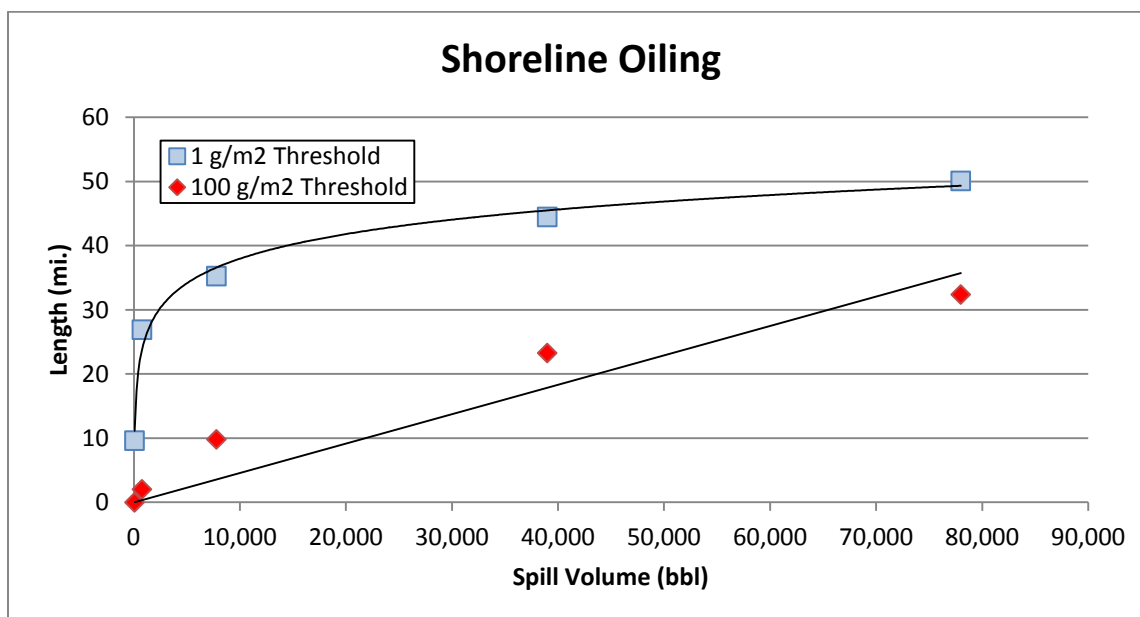


Figure 2-8: Regression curve for estimating the amount of shoreline oiling at different thresholds as a function of spill volume for the *W.L. Steed*.

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

Table 2-5: Worst case scenario shoreline impact by habitat type and oil thickness for a leakage of 78,000 bbl from the *W.L. Steed*.

Shoreline/Habitat Type	Lighter Oiling Oil Thickness <1 mm Oil Thickness >1 g/m ²	Heavier Oiling Oil Thickness >1 mm Oil Thickness >100 g/m ²
Rocky and artificial shores/Gravel beaches	0 miles	0 miles
Sand beaches	116 miles	43 miles
Salt marshes and tidal flats	37 miles	2 miles

Table 2-6: Worst case scenario shoreline impact by habitat type and oil thickness for a leakage of 7,800 bbl from the *W.L. Steed*.

Shoreline/Habitat Type	Lighter Oiling Oil Thickness <1 mm Oil Thickness >1 g/m ²	Heavier Oiling Oil Thickness >1 mm Oil Thickness >100 g/m ²
Rocky and artificial shores/Gravel beaches	0 miles	0 miles
Sand beaches	100 miles	1 mile
Salt marshes and tidal flats	24 miles	0 miles

SECTION 3: ECOLOGICAL RESOURCES AT RISK

Ecological resources at risk from a catastrophic release of oil from the *WL Steed* include numerous guilds of birds (Table 3-1), particularly those sensitive to surface oiling while rafting or plunge diving to feed, that are present in nearshore/offshore waters. In addition, this region is important for nesting loggerhead sea turtles, migrating marine mammals, and commercially important fish and invertebrates, including some sensitive hard-bottom habitats used by these species.

Table 3-1: Ecological resources at risk from a release of oil from the *W.L. Steed*.

(FT = Federal threatened; FE = Federal endangered; ST = State threatened; SE = State endangered).

Species Group	Species Subgroup and Geography	Seasonal Presence
Pelagic and Sea Birds	<ul style="list-style-type: none"> North and Mid-Atlantic inshore/offshore waters: 150K loons; 2K grebes; 1,000s of petrels; millions of shearwaters, storm-petrels, gulls; 300K boobies; 6K pelicans; 100,000s of cormorants, phalaropes, and terns; 10,000s of alcids; 1,000s of raptors, jaegers, and skimmers Mouths of DE Bay and Chesapeake Bay, and Nantucket Island have high concentrations of species that are abundant over shoals (e.g., loons, pelicans, cormorants, gulls, terns, alcids); shoals off of Nantucket Island are largest on East Coast and concentrate millions of birds (very important for scoters and other sea ducks); shoals also occur off of Long Island Audubon's shearwaters (50-75% of population) concentrate along the Continental Shelf edge off NC extending to the VA border (~3,800 pairs) Northern gannet are abundant fall-spring throughout the coastal zone (often >3 km from shore) Significant percentage of the global population of black-capped petrels (FE) may be present in <i>Sargassum</i> mats formed off Cape Hatteras 	<p>Terns, gulls present in spring/summer; Loons present in spring/fall</p> <p>Most surveys in winter but use of shoals and offshore waters varies by species group and occurs throughout the year; Summer shoal use more common on northern shoals</p> <p>Shearwaters off of NC/VA: late summer Petrels off NC/VA coast in summer-early fall</p>
Sea Ducks	<p>Sea ducks (includes mean and max distance of flocks to shore, 2009-2010 data)</p> <ul style="list-style-type: none"> Scoters (black, surf, and white-winged; 2 nm/8-13 nm) <ul style="list-style-type: none"> Cape Cod/Nantucket: 51-55K Nantucket Shoals: 9-36K Off MD/DE: 18-111K Off NC: 4-43K Long-tailed duck (2 nm/25 nm) <ul style="list-style-type: none"> Cape Cod/Nantucket: 31K Nantucket Shoals: 71-128K Off LI south coast: 1-38K Off MD/DE: 2K Common eider (<1 nm/19 nm) <ul style="list-style-type: none"> Cape Cod/Nantucket: 92-201K Nantucket Shoals: 2-6K Off LI south coast: 3.5K Bufflehead, mergansers, goldeneyes (<1 nm/7-14 nm) <ul style="list-style-type: none"> Cape Cod/Nantucket: 11K Off MD/DE: 3K Ches. Bay: 14K Off NC: 12K 	<p>Sea ducks surveyed in winter (peak abundances); Migration from fall to spring (Oct-Apr)</p>
Shorebirds, Waterfowl and	<p>Shorebirds and colonial nesting birds are abundant on small islands, beaches, and marshes throughout the region:</p>	<p>Colonial and beach nesters peak Apr-Aug</p>

Species Group	Species Subgroup and Geography	Seasonal Presence
Colonial Nesting Birds	<ul style="list-style-type: none"> Outer Banks and Cape Hatteras National Seashore: regionally important for coastal birds with 365+ species including critical species such as piping plover, willet, black skimmer, American oystercatcher Outer Banks, Inshore Ocean NC to VA: key foraging area for gulls and terns; key migration corridor for loons; NC's largest population of northern gannet and red-breasted merganser VA western shore marshes: waterfowl in medium to high concentrations including swans, geese, and ducks VA Barrier Island/Lagoon System: most important bird area in VA and one of the most along Atlantic Coast (of global/hemispheric importance): piping plover (FT), Wilson's plover, American oystercatcher, gull-billed tern, least tern, black skimmer; most significant breeding population of waders in state; marsh nesters have center of abundance here; internationally significant stopover point for whimbrel, short-billed dowitcher, and red knot Assateague Island, MD: globally important bird area due to 60+ pairs of nesting piping plovers; largest colony of nesting least terns in MD; important for migratory shorebirds NJ: Edwin B. Forsythe National Wildlife Refuge (NWR) and Sandy Hook: essential nesting and foraging habitat for imperiled beach nesters (piping plover, American oystercatcher, black skimmer, least tern) Barrier islands on south shore of Long Island and islands/marshes on bay side: beach nesters (e.g., piping plover), nesting wading birds, raptors, migrating shorebirds, wintering waterfowl Great Gull Island: one of the most important tern nesting sites in the world (1,600 pairs of roseate terns (FE), 10K common terns); Bird Island (and possibly Ram Island), MA is the other important site for roseate tern; together they make up 80% of the nesting population Massachusetts supports numerous important sites for beach and salt marsh habitats, including many NWRs that support breeding (e.g., least tern and piping plover) and migratory stopover points. Cape Cod is a nationally significant migratory stopover site for numerous species; e.g., Monomoy NWR and South Beach are the most important habitats in New England for nesting piping plover, American oystercatcher, and major late-summer concentrations of shorebirds and roseate tern 	<p>Terns, gulls present in spring/summer; Loons present in spring/fall; Northern gannet and red-breasted merganser present in winter</p> <p>Western shore marsh waterfowl Oct-Apr</p> <p>Migration typically spring/fall, but varies by species and location and ranges from Feb-June/Aug-Dec</p>
Raptors and Passerines	Lower Delmarva (Cape Charles area of VA): 20-80K raptors and over 10 million migrating passerines	Fall
Sea Turtles	<p>Estuaries are summer foraging grounds for adult and juvenile green (FE) and loggerhead (FT) sea turtles, especially Chesapeake Bay and Long Island Sound</p> <p>Leatherback (FE), loggerhead, Kemp's ridley (FE) present offshore from spring – summer in the area of most probable impact. Greens occur in VA, NJ, and DE but are rare further north</p> <p>Nesting (annual counts along shorelines with most probable impacts). Mostly occurs in North Carolina but loggerheads can nest as far north as Delaware</p> <ul style="list-style-type: none"> 650+ Loggerhead (FT) < 20 Green (FT) < 10 Leatherback (FE) <p>Distribution:</p> <ul style="list-style-type: none"> Offshore hot spots not well known <p>Bays and sounds are foraging grounds for juvenile green, loggerhead, and Kemp's ridley (FE)</p>	<p>Adults and juveniles present spring/summer</p> <p>Loggerhead Nest: Mar-Nov Hatch: May-Dec</p>

Species Group	Species Subgroup and Geography	Seasonal Presence
Marine Mammals	<p><i>Baleen whales</i>: North Atlantic right whale (FE), humpback whale (FE), fin whale (FE), sei whale (FE), minke whale are more common offshore but can move inshore to feed on forage fish and zooplankton</p> <ul style="list-style-type: none"> Right whales are critically endangered (300-400 individuals remaining) and use this area as a migratory pathway <p><i>Inshore cetaceans</i>: Atlantic white-sided, bottlenose dolphin, harbor porpoise, common dolphin, and killer whale use coastal waters out to the shelf break</p> <p><i>Offshore cetaceans</i>: Northern bottlenose whale, pilot whale, Risso's dolphin, striped dolphin, common dolphin, Atlantic spotted dolphin, spinner dolphin</p> <ul style="list-style-type: none"> Often associated with shelf edge features and convergence zones <p><i>Deep diving whales</i>: Sperm whale (FE), beaked whales (5 species present) forage in deep waters and canyons in the region.</p> <p><i>Pinnipeds</i>: 100s of gray seal and harbor seal are common during the winter, with Block Island, Plum Island, Fishers Island, and Great Gull Island serving as important haul out locations. They can also occur as far south as NC. Harp, hooded, and gray seals have also been observed but are rare</p>	<p>Baleen whale migrates through the area spring and fall; Males and juveniles may stay year round</p> <p>Dolphin more common in southern area, during the summer</p> <p>Harbor porpoise calve May-Aug</p> <p>Sperm whale present spring/ summer</p> <p>Harbor seal present during winter</p>
Fish and Invertebrates	<p>Coastal ocean waters support many valuable fisheries and/or species of concern in the region:</p> <ul style="list-style-type: none"> <i>Benthic or bottom associated</i>: Sea scallop, scup, black sea bass, butterfish, winter flounder, goosfish, scamp, horseshoe crab, tilefish <i>Midwater</i>: Atlantic mackerel, Spanish mackerel, shortfin squid, bluefish, menhaden, spiny dogfish, smooth dogfish <i>Pelagic</i>: Bluefin tuna, yellowfin tuna, wahoo, dolphinfish, bigeye tuna, swordfish <i>Diadromous</i>: Alewife, blueback herring, American shad, hickory shad, Atlantic tomcod, American eel, Atlantic sturgeon (Fed. species of concern), shortnose sturgeon (FE), and striped bass <i>Estuarine dependent</i>: Southern flounder, spotted seatrout, blue crab, Atlantic croaker, spot, weakfish, shrimp <i>Estuarine resident</i>: Eastern oyster, northern quahog <p>Important concentration/conservation areas are:</p> <ul style="list-style-type: none"> Pelagic species can be more concentrated around the shelf break and at oceanographic fronts in the region Nantucket Lightship closed area (S. of Nantucket) Essential Fish Habitat (EFH) for highly migratory species occurs in the area, including swordfish, bluefin tuna, yellowfin tuna, many shark species Juvenile and adult bluefin tuna aggregate in the area in the winter 	<p>Benthic and midwater species are present throughout the year; generally spawning during the warmer months (except winter flounder)</p> <p>Anadromous fish migrate inshore to spawn in fresh water in spring; American eel migrate offshore to spawn in winter</p> <p>Bluefin tuna present fall-spring</p> <p>Estuarine dependent fish migrate offshore in fall/winter to spawn; Juveniles and adults use estuaries during spring/summer</p>
Benthic Habitats	Submerged aquatic vegetation (mostly eelgrass) is critical to numerous species and occurs inside of bays and sounds throughout the region	Year round

The Environmental Sensitivity Index (ESI) atlases for the potentially impacted coastal areas from a leak from the *W.L. Steed* 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/m² for water surface impacts; and 100 g/m² 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 *W.L. Steed* is provided, both as text and as **shading** of the applicable degree of risk bullet, for the WCD release of 78,000 bbl and **a border** around the Most Probable Discharge of 7,800 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 mi² 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 mi² of the upper 33 feet of the water column at the threshold level
- **Medium Impact:** impact on 0.2 to 200 mi² of the upper 33 feet of the water column at the threshold level
- **High Impact:** impact on more than 200 mi² of the upper 33 feet of the water column at the threshold level

The *W.L. Steed* is classified as High Risk for oiling probability for water column ecological resources for the WCD of 78,000 bbl because 62% of the model runs resulted in contamination of more than 0.2 mi² of the upper 33 feet of the water column above the threshold of 1 ppb aromatics. It is classified as High Risk for degree of oiling because the mean volume of water contaminated was 225 mi² of the upper 33 feet of the water column. For the Most Probable Discharge of 7,800 bbl, the *W.L. Steed* is classified as High Risk for oiling probability for water column ecological resources because 85% of the model runs resulted in contamination of more than 0.2 mi² 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 36 mi² 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/m² (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 mi² 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 mi² of water surface impact at the threshold level
- **Medium Impact:** 1,000 to 10,000 mi² of water surface impact at the threshold level
- **High Impact:** more than 10,000 mi² of water surface impact at the threshold level

The *W.L. Steed* 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 mi² of the water surface affected above the threshold of 10 g/m². It is classified as High Risk for degree of oiling because the mean area of water contaminated was 365,000 mi². The *W.L. Steed* is classified as High Risk for oiling probability for water surface ecological resources for the Most Probable Discharge because 100% of the model runs resulted in at least 1,000 mi² of the water surface affected above the threshold of 10 g/m². It is also classified as High Risk for degree of oiling because the mean area of water contaminated was 81,600 mi².

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/m² (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/m² 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 *W.L. Steed* is classified as Medium Risk for oiling probability for shoreline ecological resources for the WCD because 18% of the model runs resulted in shorelines affected above the threshold of 100 g/m². It is classified as Medium Risk for degree of oiling because the mean weighted length of shoreline contaminated was 38 miles. The *W.L. Steed* is classified as Medium Risk for oiling probability to shoreline ecological resources for the Most Probable Discharge because 12% of the model runs resulted

in shorelines affected above the threshold of 100 g/m². It is classified as Medium Risk for degree of oiling because the mean weighted length of shoreline contaminated was 11 miles.

Considering the modeled risk scores and the ecological resources at risk, the ecological risk from potential releases of the WCD of 78,000 bbl of crude oil from the *W.L. Steed* 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 would occur 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 and pelagic sea turtles at risk. It should be noted that oil on the surface will not be continuous but rather be broken and patchy and in the form of sheens, tarballs, and streamers
- Shoreline resources – Medium, because of the low likelihood of significant amounts of crude oil to strand onshore and most of the potentially impacted shorelines are sand beaches which are relatively easy to clean, though there are many important bird areas at risk

Table 3-2: Ecological risk factor scores for the **Worst Case Discharge of 78,000 bbl** of crude oil from the *W.L. Steed*.

Risk Factor	Risk Score			Explanation of Risk Score	Final Score
3A-1: Water Column Probability EcoRAR Oiling	Low	Medium	High	62% 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 225 mi ² of the upper 33 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 365,000 mi ²	
3C-1: Shoreline Probability EcoRAR Oiling	Low	Medium	High	18% 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 38 mi	

For the Most Probable Discharge of 7,800 bbl, the ecological risk from potential releases of crude oil from the *W.L. Steed* is summarized as listed below and indicated in the far-right column in Table 3-3:

- Water column resources – Low, because of the likely smaller volume of water column impacts and because the area of highest exposure would occur in open shelf waters without any known concentrations of sensitive upper water column resources
- Water surface resources – High, because the area affected is smaller, but there are still a large number of birds, sea turtles, 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, tarballs, and streamers
- Shoreline resources – Low, because of the low likelihood of significant amounts of crude oil to strand onshore and most of the potentially impacted shorelines are sand beaches which are relatively easy to clean, though there are many important bird areas at risk

Table 3-3: Ecological risk factor scores for the **Most Probable Discharge of 7,800 bbl** of crude oil from the *W.L. Steed*.

Risk Factor	Risk Score			Explanation of Risk Score	Final Score
3A-1: Water Column Probability EcoRAR Oiling	Low	Medium	High	85% 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 36 mi ² of the upper 33 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 81,600 mi ²	
3C-1: Shoreline Probability EcoRAR Oiling	Low	Medium	High	12% of the model runs resulted in shoreline oiling of 100 g/m ²	Low
3C-2: Shoreline Degree EcoRAR Oiling	Low	Medium	High	The length of shoreline contaminated by at least 100 g/m ² was 11 mi	

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 *W.L. Steed* include very highly utilized recreational beaches from North Carolina to Massachusetts during summer, but also during spring and fall for shore fishing. Hotspots for chartered fishing vessels and recreational fishing party vessels include along the New Jersey shore, off the mouth of Delaware Bay, and off the outer banks of North Carolina. Many areas along the entire potential spill zone are widely popular seaside resorts and support recreational activities such as boating, diving, sightseeing, sailing, fishing, and wildlife viewing.

A release could impact shipping lanes that run through the area of impact from New York east of Cape Cod, and into Narragansett Bay. Coastal waters off Rhode Island and southern Massachusetts are popular sailing locations. A proposed offshore wind farm site is located in Nantucket Sound. Commercial fishing is economically important to the region. Regional commercial landings for 2010 exceeded \$600 million. Cape May-Wildwood, NJ and Hampton Roads, VA were the 6th and 7th nationally ranked commercial fishing ports by value in 2010. The most important species by dollar value present in and around the Mid-Atlantic are sea scallops, surf clams, ocean quahogs, menhaden, striped bass, and blue crab.

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 *W.L. Steed* 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 *W.L. Steed*.

Resource Type	Resource Name	Economic Activities
Tourist Beaches	Ocean City, MD Rehoboth Beach, DE Dewey Beach, DE Indian Beach, DE Bethany Beach, DE Middlesex Beach, DE Fenwick Island, DE Cape May, NJ Wildwood, NJ Avalon, NJ Atlantic City, NJ Ocean City, NJ Absecon Beach, NJ	Potentially affected beach resorts and beach-front communities in Massachusetts, Rhode Island, New York, New Jersey, Delaware, and North Carolina provide recreational activities (e.g., swimming, boating, recreational fishing, wildlife viewing, nature study, sports, dining, camping, and amusement parks) with substantial income for local communities and state tax income. Much of the east coast of New Jersey, northeastern Delaware, the southern coast of Long Island, New York, the southern coast of Rhode Island, and the southwestern shore of Massachusetts and Martha's Vineyard, Massachusetts, are lined with economically valuable beach resorts and residential communities.

Resource Type	Resource Name	Economic Activities
	Ludlam Beach, NJ Seven Mile Beach, NJ Margate City, NJ Peck Beach, NJ Ventnor City, NJ Brigantine Beach, NJ Beach Haven, NJ Spray Beach, NJ Brant Beach, NJ Long Beach, NJ Point Pleasant Beach, v Seaside Park, NJ Ortley Beach, NJ Ocean Beach, NJ Normandy Beach, v Ocean Beach, NY Fire Island Pines, NY Southampton, NY East Hampton, NY Westhampton Beach, NY Montauk, NY Block Island, RI East Matunuck State Beach, RI Roger W. Wheeler State Beach, RI Scarborough State Beach, RI Newport, RI Martha's Vineyard, MA	Many of these recreational activities are limited to or concentrated into the late spring through the early fall months.
National Seashores	Cape Hatteras National Seashore, NC Assateague Island National Seashore, MD and VA Fire Island National Seashore, NY	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. Assateague Island is known for its feral horses. Cape Hatteras is known for its Bodie Island and Cape Hatteras Lighthouses. Popular recreation activities include windsurfing, birdwatching, fishing, shell collecting, and kayaking. The barrier island provides refuge for the endangered piping plover, seabeach amaranth, and sea turtles. Fire Island, a barrier island south of Long Island, has the historic William Floyd House and Fire Island Lighthouse.
National Wildlife Refuges	Prime Hook NWR (DE) Bombay Hook NWR (DE) Cape May NWR (NJ) Edwin B. Forsythe NWR (NJ) Seatuck NWR (NY) Wertheim NWR (NY) Amagansett NWR (NY) Block Island NWR (RI) Ninigret NWR (RI) Trustom Pond NWR (RI) Sachuest Point NWR (RI) Nomans Land Island NWR (MA) Mashpee NWR (MA) Nantucket Island NWR (MA)	National wildlife refuges in seven states may be impacted. These federally-managed and protected lands provide refuges and conservation areas for sensitive species and habitats.

Resource Type	Resource Name	Economic Activities
	Monomoy NWR (MA) Fisherman Island NWR (VA) Eastern Shore of Virginia NWR (VA) Wallops Island NWR (VA) Chincoteague NWR (VA) Back Bay NWR (VA) Mackay Island NWR (NC) Currituck NWR (NC) Pea Island NWR (NC) Cedar Island NWR (NC)	
State Parks	Assateague State Park, Maryland Delaware Seashore State Park, DE Cape Henlopen State Park, DE Cape May Point State Park, NJ Corson's Inlet State Park, NJ Barnegat Lighthouse State Park, NJ Island Beach State Park, NJ Robert Moses State Park, NY Shadmoor State Park, NY Camp Hero State Park, NY Montauk State Park, NY Salty Brine State Park, RI Fishermen's Memorial State Park, RI Beavertail State Park, RI Wetherill State Park, RI Brenton Point State Park, RI Fort Adams State Park, RI Horseneck Beach State Park, MA Demarest Lloyd State Park, MA Fort Phoenix State Park, MA Nasketucket Bay State Park, MA	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 Massachusetts, Rhode Island, New York, New Jersey, Delaware, and Maryland are potentially impacted. Many of these recreational activities are limited to or concentrated into the late spring into early fall months.
Tribal Lands	Shinnecock Indian Reservation, NY Narragansett Indian Reservation, RI Wampanoag Indian Reservation, MA	Shinnecock Indian Reservation, New York, is home to over 500 tribal members. (Note this reservation has been recognized by New York State but not by the U.S. Bureau of Indian Affairs) Narragansett Indian Reservation, Rhode Island, is home to 2,400 tribal members. Wampanoag Indian Reservation, Massachusetts, is home to over 2,000 tribal members.
Commercial Fishing	A number of fishing fleets use the New York Bight area and surrounding waters for commercial fishing purposes. Atlantic City, NJ Belford, NJ Cape May-Wildwood, NJ Chincoteague, Virginia Montauk, NY New London, Connecticut Newport, RI Ocean City, Maryland Point Pleasant, NJ Stonington, Connecticut	Total Landings (2010): \$17.3M Total Landings (2010): \$2.2M Total Landings (2010): \$81M Total Landings (2010): \$3.5M Total Landings (2010): \$17.7M Total Landings (2010): \$10.6M Total Landings (2010): \$6.9M Total Landings (2010): \$8.8M Total Landings (2010): \$22.8M Total Landings (2010): \$18.5M
Ports	There are a number of significant commercial ports in the Northeast 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.	

Resource Type	Resource Name	Economic Activities
	Camden, NJ	249 port calls annually
	Claymont, DE	19 port calls annually
	Delaware City, DE	211 port calls annually
	Gloucester, NJ	180 port calls annually
	New York/New Jersey	5,414 port calls annually
	Newport, RI	95 port calls annually
	Philadelphia, PA	914 port calls annually
	Providence, RI	128 port calls annually
	Salem, NJ	52 port calls annually
	Wilmington, DE	443 port calls annually
Other Resources	Cape Wind Offshore Wind Farm (proposed), MA	Rated to produce up to 468 megawatts of wind power with average expected production will be 170 megawatts which is almost 75% of the 230 megawatt average electricity demand for Cape Cod and the Islands of Martha's Vineyard and Nantucket.

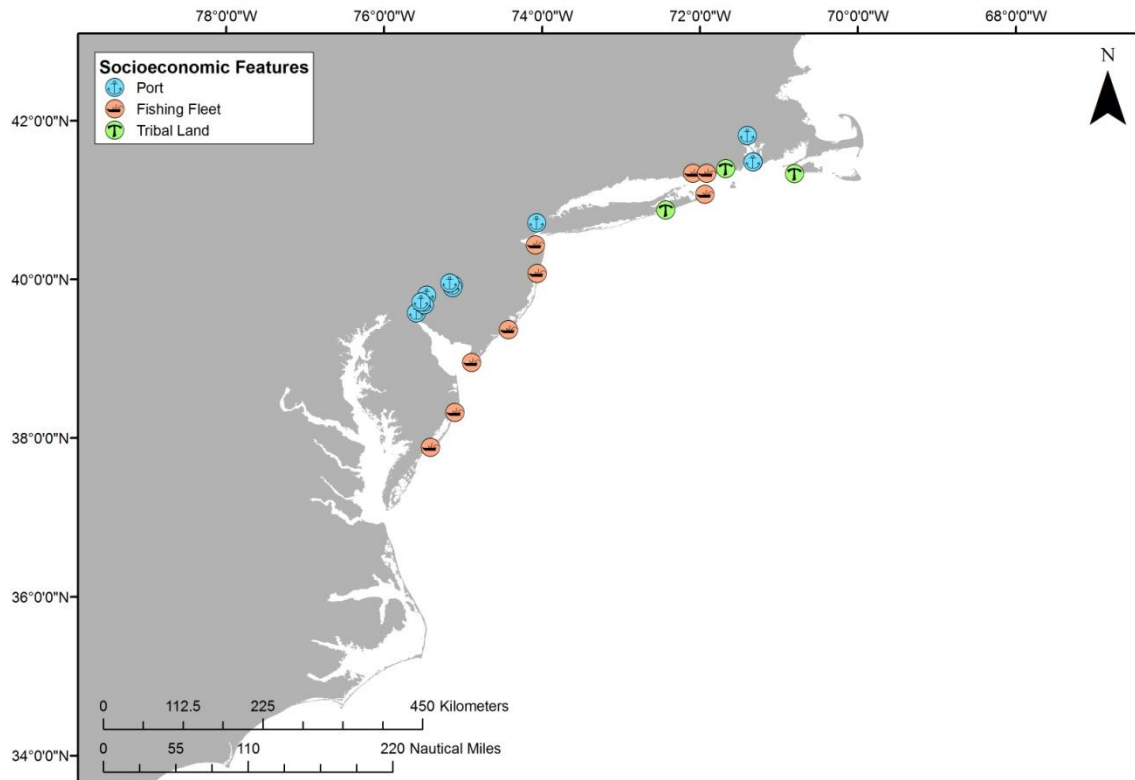


Figure 4-1: Tribal lands, ports, and commercial fishing fleets at risk from a release from the *W.L. Steed*.

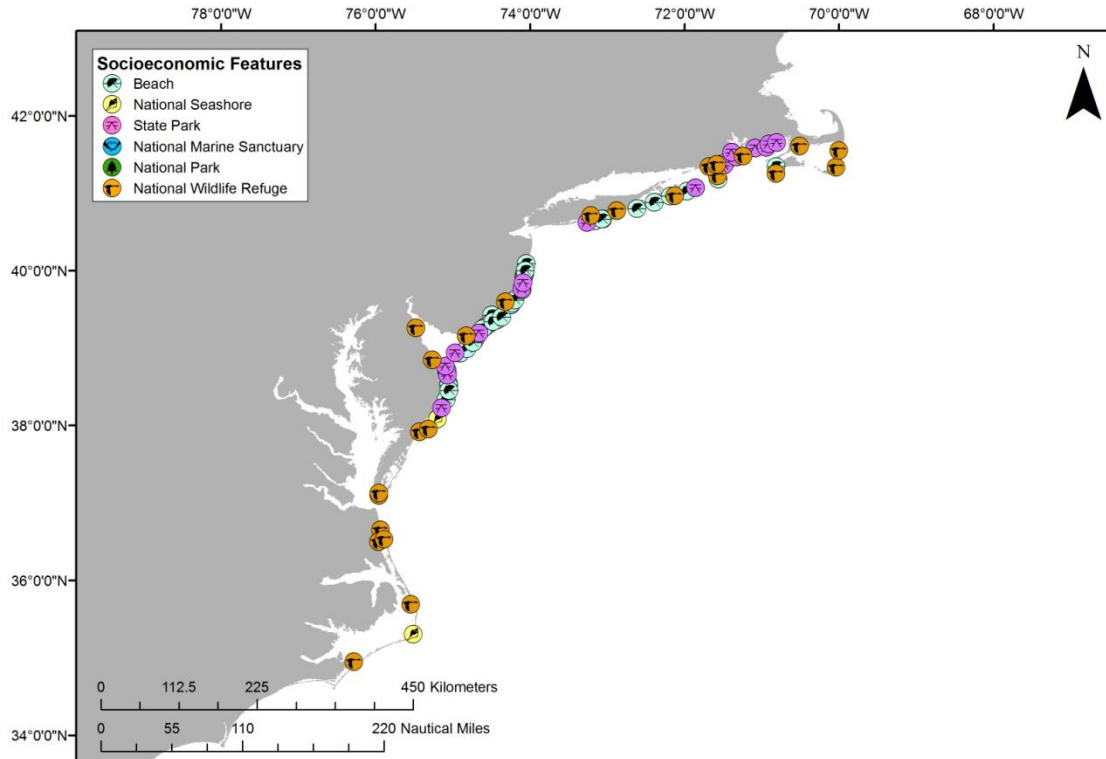


Figure 4-2: Beaches, coastal state parks, and Federal protected areas at risk from a release from the *W.L. Steed*.

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/m² for water surface impacts; and 1 g/m² 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 *W.L. Steed* shading indicates the degree of risk, for the WCD release of 78,000 bbl and a border indicates degree of risk for the Most Probable Discharge of 7,800 bbl.

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

This risk factor reflects the probability that at least 0.2 mi² 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 mi² of the upper 33 feet of the water column at the threshold level
- **Medium Impact:** impact on 0.2 to 200 mi² of the upper 33 feet of the water column at the threshold level
- **High Impact:** impact on more than 200 mi² of the upper 33 feet of the water column at the threshold level

The *W.L. Steed* is classified as High Risk for both oiling probability and degree of oiling for water column socio-economic resources for the WCD of 78,000 bbl because 62% of the model runs resulted in contamination of more than 0.2 mi² of the upper 33 feet of the water column above the threshold of 1 ppb aromatics, and the mean volume of water contaminated was 225 mi² of the upper 33 feet of the water column. For the Most Probable Discharge of 7,800 bbl, the *W.L. Steed* is classified as High Risk for oiling probability for water column socio-economic resources because 85% of the model runs resulted in contamination of more than 0.2 mi² of the upper 33 feet of the water column above the threshold of 1 ppb

aromatics. It was classified as Medium Risk for degree of oiling because the mean volume of water contaminated was 36 mi² 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 mi² 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/m² (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 mi² of water surface impact at the threshold level
- **Medium Impact:** 1,000 to 10,000 mi² of water surface impact at the threshold level
- **High Impact:** more than 10,000 mi² of water surface impact at the threshold level

The *W.L. Steed* 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 mi² of the water surface affected above the threshold of 0.01 g/m², and the mean area of water contaminated was 366,000 mi². The *W.L. Steed* is classified as High Risk for both oiling probability and degree of oiling for water surface socio-economic resources for the Most Probable Discharge because 100% of the model runs resulted in at least 1,000 mi² of the water surface affected above the threshold of 0.01 g/m², and the mean area of water contaminated was 82,000 mi².

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/m² (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 *W.L. Steed* is classified as Medium Risk for oiling probability for shoreline socio-economic resources for the WCD because 24% of the model runs resulted in shorelines affected above the threshold of 1 g/m². It is classified as High Risk for degree of oiling because the mean length of weighted shoreline contaminated was 129 miles. The *W.L. Steed* is classified as Medium Risk for both oiling probability and degree of oiling for shoreline socio-economic resources for the Most Probable Discharge as 25% of the model runs resulted in shorelines affected above the threshold of 1 g/m², 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 78,000 bbl of crude oil from the *W.L. Steed* is summarized as listed below and indicated in the far-right column in Table 4-2:

- Water column resources – Medium, because a relatively large water column area would be impacted in important fishing grounds
- Water surface resources – High, because a large offshore area would be affected in an area of important shipping lanes. 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 – Medium, because a moderate amount of shoreline would be impacted with the persistent oil and tarballs and there are a large number of potentially vulnerable socio-economic resources located along the shoreline

Table 4-2: Socio-economic risk factor ranks for the Worst Case Discharge of 78,000 bbl of crude oil from the *W.L. Steed*.

Risk Factor	Risk Score			Explanation of Risk Score	Final Score
4A-1: Water Column Probability SRAR Oiling	Low	Medium	High	62% 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 225 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	High
4B-2: Water Surface Degree SRAR Oiling	Low	Medium	High	The mean area of water contaminated above 0.01 g/m ² was 366,000 mi ²	
4C-1: Shoreline Probability SRAR Oiling	Low	Medium	High	24% of the model runs resulted in shoreline oiling of 1 g/m ²	Med
4C-2: Shoreline Degree SRAR Oiling	Low	Medium	High	The length of shoreline contaminated by at least 1 g/m ² was 129 mi	

For the Most Probable Discharge of 7,800 bbl, the socio-economic risk from potential releases of crude oil from the *W.L. Steed* is summarized as listed below and indicated in the far-right column in Table 4-3:

- Water column resources – Low, because a relatively small water column area would be impacted in important fishing grounds
- Water surface resources – High, because a large offshore area would be affected in an area of important shipping lanes. 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 – Medium, because a moderate amount of shoreline would be impacted with the persistent oil and tarballs and would be relatively easy to clean, although there are a large number of potentially vulnerable socio-economic resources located along the shoreline

Table 4-3: Socio-economic risk factor ranks for the **Most Probable Discharge of 7,800 bbl** of crude oil from the *W.L. Steed*.

Risk Factor	Risk Score			Explanation of Risk Score	Final Score
4A-1: Water Column Probability SRAR Oiling	Low	Medium	High	85% 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 36 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	High
4B-2: Water Surface Degree SRAR Oiling	Low	Medium	High	The mean area of water contaminated above 0.01 g/m ² was 82,000 mi ²	
4C-1: Shoreline Probability SRAR Oiling	Low	Medium	High	25% of the model runs resulted in shoreline oiling of 1 g/m ²	Med
4C-2: Shoreline Degree SRAR Oiling	Low	Medium	High	The length of shoreline contaminated by at least 1 g/m ² was 95 mi	

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

The overall risk assessment for the *W.L. Steed* 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 particular 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, *W.L. Steed* scores High with 17 points; for the Most Probable Discharge, *W.L. Steed* scores Medium with 13 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 *W.L. Steed*. The final determination of what type of action, if any, rests with the U.S. Coast Guard.

<i>W.L. Steed</i>	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 commercial fishermen who frequent the area, to gain awareness of changes in the site

Table 5-1: Summary of risk factors for the *W.L. Steed*.

Vessel Risk Factors		Data Quality Score	Comments	Risk Score	
Pollution Potential Factors	A1: Oil Volume (total bbl)	Medium	Maximum of 77,936 bbl, not reported to be leaking	Med	
	A2: Oil Type	High	Cargo is crude oil, a Group III oil type		
	B: Wreck Clearance	High	Vessel not reported as cleared		
	C1: Burning of the Ship	High	Severe fire reported		
	C2: Oil on Water	High	Oil was reported on the water; amount is not known		
	D1: Nature of Casualty	High	Multiple torpedo detonations, shellfire damage, fire, tanks exploded		
	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	>6,000 ft		
	Visual or Remote Sensing Confirmation of Site Condition	Low	Location unknown		
	Other Hazardous Materials Onboard	High	No		
	Munitions Onboard	High	No		
	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	Area of highest exposures is mostly offshore with no known concentrations of sensitive resources	Med	Low
	3B: Water Surface Resources	High	Oil likely to be transported long distance, posing risks to birds and sea turtles, esp. when concentrated in convergence zones and <i>Sargassum</i>	High	High
	3C: Shore Resources	High	Mostly sand beaches at risk which are easy to clean, though important bird areas would be at risk	Med	Low
Socio-Economic Resources	4A: Water Column Resources	High	A relatively small water column area would be impacted in important fishing grounds	Med	Low
	4B: Water Surface Resources	High	A large offshore area would be affected in an area of important shipping lanes.	High	High
	4C: Shore Resources	High	there are a large number of potentially vulnerable socio-economic resources located along the shoreline	Med	Med
Summary Risk Scores				17	13