

From: "Brenda Jones" <bkjones@usgs.gov>
To: "William G. Pichel" <william.g.pichel@noaa.gov>, bill.lehr@noaa.gov
Cc:
Bcc:
Date: Thu, 22 Apr 2010 12:29:19 PM
Subject: Fw: Imagery Support for DEEPWATER HORIZON Fire and Oil Spill
Attachments: Deepwater_Horizon_Report__2.pdf

Do you want to request a Charter activation to collect Radar imagery to support this?
Thanks
Brenda

Brenda K. Jones
Disaster Response Coordinator
USGS EROS Center
47914 252nd St
Sioux Falls, SD 57198
Phone 605.594.6503
Fax 605.594.6150
Email: bkjones@usgs.gov
FOR EMERGENCIES
CELL: [REDACTED]

----- Forwarded by Brenda Jones/GEOG/USGS/DOI on 04/22/2010 11:28 AM -----

From: "Buie, Gregory" <Gregory.W.Buie@uscg.mil>
To: <bkjones@usgs.gov>
Cc: "Buie, Gregory" <Gregory.W.Buie@uscg.mil>
Date: 04/22/2010 11:17 AM
Subject: Imagery Support for DEEPWATER HORIZON Fire and Oil Spill
Sent by: Gregory.W.Buie@uscg.mil

Hi Brenda,

I enjoyed your talk in Phoenix last week.

There is currently a fairly serious event going on the Gulf of Mexico right now. Some info is attached and pasted below. I do not know if you have received a request to start gathering imagery from any "official" sources, but I have a sense this may turn into something really significant. You may wish to add it to your disaster portfolio on hdds.usgs.gov.

I just heard that the rig sank and the well is uncontrolled and releasing oil into the Gulf of Mexico.

Regards,

Greg

Greg Buie
Regional Manager
Western States and Pacific Region
Case Management Division



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NOA020-006256

TREX 008883.0001

National Pollution Funds Center
Direct: (202) 493-6729
Fax: (202) 493-6896
Mobile: [REDACTED]
E-mail: Gregory.W.Buie@uscg.mil

DEEPWATER HORIZON Incident, Gulf of Mexico
Subject Morning Report, 22 April 2010 0930 hrs
From charlie.henry@noaa.gov
Date Apr-22-2010 07:31 AM
Category Situation Reports
ID Incident #8220, Entry #526051

Entry is PRIVATE.

The rig is on fire and continues to burn, and the semisubmersible is reported listing roughly 15 degree and is severely damaged to the point that the stability of the vessel had been questioned. The vessel (rig) remains on-location only because the riser that connects to the seafloor wellhead is acting as a mooring. The attempts last night to get the rams shut in on the BP failed. They are still working to make the blowout prevention device operate to mitigate the release. A worse case release estimated provided by the RP stated that the maximum potential release would be between 62,000 and 110,000 (worse case). This value is higher than the "guess" we were using for planning (10,000 to 20,000 bbls). It is impossible to truly determine the true rate of release, so we plan to work from a worse case prospective. The USCG is working with the RP to move the environmental elements of the Unified Command to a location closer to the incident. Houma is a possible location (it is a lot closer than Houston). The NOAA Scientific Support Coordinator has coordinated with the NOAA's damage assessment staff to begin integration and coordination of resources. The NOAA response staff on-scene is planning to ramp up in response to the current planning activities. There is weather approaching... unless the source is secured, the threat of a major oil spill is very real.

Incident Type	Oil Spill, Potential Oil Spill	Date of Incident	Apr-20-2010
Cause	Fire / Explosion		
Commodity / Contaminant	Diesel, crude oil	Approximate Location of Incident:	
Estimated Potential Release	700000 gallons	Latitude	28° 44.20' North
Estimated Actual Release	Unknown	Longitude	88° 23.23' West
Vessel / Facility Owner	The rig is owned by Trans Ocean and under contract to BP		
Notifying Entity	USCG MSU Morgan City	OR&R Notification Date	Apr-21-2010
NOAA Divisions	None	Hazmat	Ongoing

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Involved**Counter Measures:****On-Water Recovery** No information**Shoreline Cleanup** No information**Dispersants** No information**In-Situ Burn** No information**Bioremediation** No information**Closeout Date****Hazmat Type of Support** On-scene support**Lead SSC** Charlie Henry, NOAA SSC**Damage Assessment** No**PRFA / FPN** No**Record Creation Date** Apr-21-2010 02:37 am**OR&R Incident ID** 8220*Last modified by Unknown. Unknown. Incident is **PUBLIC**.*