

04-38-363273

24-Hour Emergency Hotline Number: 1-800-943-0003

04-88-363273

Date & Military Time Of Incident: 6/6/2002 0900 estimated time		Date & Military Time Reported: 6/6/2002 1010		Spill File # ner06062002_01	
Person Reporting: anonymous caller			Representing:		Phone # () Fax # ()
Responsible Party (RP) / Spiller: Marinette Marine			RP Decision Based On:		Phone # () Fax # ()
RP Address: 1600 Ely St			City Marinette	State WI	Zip Code
RP Contact Name & Title: unknown			Phone # () Fax # ()		
Substance Involved: oil		Amount & Units Released: unknown		Amount & Units Recovered: none	
<input type="checkbox"/> Solid		<input type="checkbox"/> Semisolid		<input checked="" type="checkbox"/> Liquid	
<input type="checkbox"/> Gas		Color:		Odor:	
Exact Location Of Incident: (including street name, bldg. #, mileage, etc.) In the Menominee River near Marinette Marine				Facility Name / Property Owner:	
<input checked="" type="checkbox"/> City <input type="checkbox"/> Village <input type="checkbox"/> Township		County Marinette		Latitude/Longitude	
DNR Region: NER		1/4 1/4 Sec T N R <input type="checkbox"/> E <input type="checkbox"/> W		Weather Conditions:	
Cause Of Incident: A dredging barge with a crane on it sank, and an oil slick is visible - caller doesn't know if the release came from the barge's fuel tanks or from the crane, says there were other potential hazardous materials on the barge as well. Caller thinks some booms have been put out, doesn't know who placed them or who will be doing cleanup.					
Spilled Substance Impact To: (check X all that apply) <input type="checkbox"/> Air <input type="checkbox"/> Potential <input type="checkbox"/> Concrete/Asphalt <input type="checkbox"/> Potential <input type="checkbox"/> Contained/Recovered <input type="checkbox"/> Groundwater <input type="checkbox"/> Potential <input type="checkbox"/> Private Well <input type="checkbox"/> Potential <input type="checkbox"/> Sanitary Sewer <input type="checkbox"/> Potential <input type="checkbox"/> Soil <input type="checkbox"/> Potential <input type="checkbox"/> Storm Sewer <input type="checkbox"/> Potential <input checked="" type="checkbox"/> Surface Water <input type="checkbox"/> Potential Name: Menominee River <input type="checkbox"/> Other:		Spill Cause/Site: <input type="checkbox"/> Ag Coop/Food Factory <input type="checkbox"/> Airport Facility <input type="checkbox"/> Railroad Facility <input checked="" type="checkbox"/> Construction, Excavation, Wrecking, Quarry, Mine <input type="checkbox"/> Gas/Service Station/Garage/Auto Dealer/Repair Shop <input type="checkbox"/> Hydraulic Line Break <input type="checkbox"/> Industrial Facility <input type="checkbox"/> Paper Mill <input type="checkbox"/> Chemical Co. <input type="checkbox"/> Pipeline/Terminal/Tank Farm/Oil Jobber/Wholesaler <input type="checkbox"/> Private Property (home/farm) <input type="checkbox"/> Public Property (city, state, church, school, etc.) <input type="checkbox"/> Transportation Accident, Fuel Tank Spill <input type="checkbox"/> Transportation Accident, Load Spill <input type="checkbox"/> Utility Co. Power Generating/Transfer Facility <input type="checkbox"/> Other:		Action Taken By Spiller: <input type="checkbox"/> Cleanup Method: <input type="checkbox"/> Absorbent <input type="checkbox"/> Excavation <input type="checkbox"/> <input checked="" type="checkbox"/> Containment <input type="checkbox"/> Contractor Hired Name: <input type="checkbox"/> Monitor <input type="checkbox"/> No Action Needed <input type="checkbox"/> No Action Taken <input type="checkbox"/> Waste Destination: <input type="checkbox"/> Other:	
Injuries? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes how many?		Has An Evacuation Occurred? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Potential? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Are There Any Resource Damages? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> Potential		What Kind? Menominee River			
Other Agencies Notified: (check first column, if notified; check both columns, if on the scene) <input type="checkbox"/> Fire Department <input type="checkbox"/> Local DNR <input type="checkbox"/> EPA <input type="checkbox"/> Local Law Enforcement <input type="checkbox"/> Div. Emerg. Mgt. <input type="checkbox"/> Nat'l Resp Ctr 800-442-8802 <input type="checkbox"/> LEPC or Local Emer. Mgt. <input type="checkbox"/> Coast Guard <input type="checkbox"/> Chemtrec 800-424-9300 <input type="checkbox"/> Level A/Level B Team <input type="checkbox"/> DHFS 608-258-0099 <input type="checkbox"/> Other:					Incident Commander: Phone # ()
Prepared By: Tom Collier		Phone # 608-267-0844	Date: 6/6/2002	Rpt'd To DATCP? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Person Notified: Spoke to Kathy Erdmann		Phone # 920-492-5798	Date: 6/6/2002	Time: 1110	
Investigated By: Warden Kitt		Sign:	Date:	Incident Closed? <input type="checkbox"/> Yes <input type="checkbox"/> No	
Spill Coordinator Signoff: Kathy Erdmann		Date: 9/19/02	Transferred To: ERP <input type="checkbox"/> DATCP <input type="checkbox"/> Date: Case #	NFA Letter Sent? <input type="checkbox"/> Yes <input type="checkbox"/> No Spill Packet Sent? <input type="checkbox"/> Yes <input type="checkbox"/> No To:	

State of Wisconsin Substance Release Report (Cont'd)
Form 4401-91 Rev 12-01

Date and Military Time Of Incident:	Responsible Party:
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Additional Comments :

Case Activity Report: Yes No **CAR#:** _____ (Please, attach copy of all CAR and other documentation)

Enforcement Action: Yes No (Explain Below)

Case Number 02-C270-002.IMK-Barge Raising	Case Title STATE VS. MCMULLEN AND PITZ
Activity Monitor Barge Raising for Potential Spill	Date of Activity 06-11-02

Narrative¹

On 06-11-02 at approx. 12:45pm Warden Michael Kitt went to the Marinette Marine Corp. of Marinette, WI. Kitt's purpose was to monitor the raising of a sunken barge owned by McMullen and Pitz Construction Co. Kitt wished to check for any fuel or oil spills as a result of raising the barge, and also to try and determine cause for sinking.

Kitt met with John West of Marinette Marine Corp. on site. Kitt asked Mr. West if he was aware of any reason why the barge may have sank. Mr. West did not know of any reason for the sinking. Mr. West indicated that the barge was routinely partially flooded in order to keep the excavator close to the water's edge. Apparently the bucket arm of the excavator had trouble reaching the riverbed, which averaged approx. 35 ft. Mr. West further stated that upon returning to work on thurs. June 6 the barge was submerged.

Kitt watched as the barge was pumped out. At approx. 2:45 pm the barge was refloated. Kitt observed no fuel spill and noted that the booms were still around the vessel. Kitt noted that there were several small pin holes leaking water from the barge. Kitt then spoke with the lead diver of Seaview Commercial Diving Contractors – who were on scene and had been on the vessel. Kitt asked the subject if he had noticed any holes in the vessel. The subject indicated that he had not seen any holes, but that he had not inspected the entire vessel. He further indicated that he did not see anything to indicate a catastrophic failure and surmised that it may have been something that happened over time. After everything was secure, Kitt left the scene at approx. 3:30pm.

¹

Warden Reporting [Click here]	Date of Report [Click here]	Exhibit Reference
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Case Number 02-C270-002.HMK-Barge Sinking/fish collection	Case Title STATE VS. MCMULLEN AND PITZ
Activity Investigation of sunken barge and collection of fish	Date of Activity 06-08-02

Narrative¹

On 06-08-02 Warden Michael S. Kitt met with Michigan Conservation Officer Terry Short for the purpose of inspecting the Marinette Marine dredging site. Kitt had received word at the end of the previous day that a barge owned by McMullen and Pitz Construction Co. had sunk – along with a tracked excavator. Officers observed approx. 15% of the forward half of the barge protruding from the water and approx. four feet of the bucket arm of the excavator protruding out of the water. Officers also observed both non-absorbent and absorbent booms placed all around the site.

Warden Kitt spoke with several of the workers to inquire about the cause of the sinking. The workers all stated they did not know the cause and that when they showed up for work on the morning of 06-06-02 the barge was down. Kitt then asked what the plan of action would be for removal. Kitt observed commercial divers on scene getting ready to dive. One of the lead workers indicated that the divers were going to place slings under the excavator and air bags inside the barge. Luedtke Construction was bringing in a barge tonight with a 200-ton crane to remove the excavator from the water tomorrow. He further indicated that once the excavator was removed they would begin working on refloating the barge.

One of the other workers then indicated that there were still four walleyes on a stringer saved for Kitt from last weekend's blasting operation (Kitt was unavailable for monitoring on 06-01-02). Kitt then went over to the other barge and observed four small walleyes on a stinger. Kitt noted that they were badly decomposed due to age from death. Kitt then photographed the fish and released them. Officers left the scene a short time later.

On 06-09-02 at approx. 4:15 pm Warden Kitt went over the Interstate bridge and observed that the excavator had been removed from the water.

1

Warden Reporting [Click here]	Date of Report [Click here]	Exhibit Reference
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Case Number ---	Case Title Marinette Marine Dredging Project
Activity Barge Accident	Date of Activity June 6, 2002

Narrative

Mike Corpus received a phone call from the Marinette County Sheriff's Department at 8:00am saying that a barge had sunk at Marinette Marine (MMC) and diesel fuel was spilling into the Menominee River. Rodda and Justine Hasz arrived at the MMC property at approximately 8:30am and spoke with John West of MMC. He stated that this morning he received a photo of the accident via email and directed us to foreman Jack Herzaug of McMillan & Pitz for any questions. West did inform staff that the barge was found as is (with three corners underwater) when workers arrived before 6am that morning. The exact time of the sinking was unknown. There was a backhoe on this barge as well. Hasz visited the site earlier in the week and learned that the barges have tanks that are filled with water in order to weigh down one side of the barge. The backhoe can then reach to the desired depths for sediment and bedrock removal.

Herzaug stated that it would 45 minutes for Superior Services (Superior) from Green Bay to arrive at the scene and that a hard hat dive team (Seaview) from Seymour was also called to respond to the incident. The dive team would arrive in 1.5 hours according to Herzaug. The US Coast Guard (USCG) was also called to the scene.

There was no obvious release of any contaminants from the barge or backhoe. Herzaug stated that the fuel tank on the backhoe is 200 gallons (diesel) and was half full.

Robert Rosenberger arrived at the site at 8:40am. Staff observed workers pumping water out of the barge tanks in order to release some of the weight in hopes of raising the barge out of the water. Rodda learned that the oil absorbent boom, placed in the river because of any possible coal tar contamination hits during dredging, was in place at the time of the accident (it is always there). At 9:00am staff observed the surface water downstream of the oil absorbent boom and found that the sock was ineffective in stopping the small amounts of a petroleum product being released, apparently from the incident area. The absorbent sock appeared to be saturated with debris. It also appeared no sheen was present upstream of the boom, but instead blobs of petroleum were rising just downstream of the boom and spreading out to form sheen on the surface of the water. The amount of petroleum observed was not significant.

The Marinette Fire Department arrived on scene at 9:20am but left shortly thereafter. At 9:40am Rodda and Hasz observed additional sheen on the river, this time upstream of the collapsed barge. Paul Pamperin of STS was asked where this might be coming from, and it was decided that the water being pumped out of the barge tanks might have had residual petroleum from years of use. This oil was apparently now being pumped along with the water and discharged into the river. Again, this was not a significant release, but Rodda asked Pamperin if a replacement boom could be put in the river because the one presently in the water was ineffective. Pamperin said Superior would be placing a boom in the water, but not until the Coast Guard arrived. Rodda then asked Chris of Superior if he could place the boom in the water as soon as possible. Chris said yes and that Superior was not waiting for the USCG. Chris said that the boom would be placed downstream of the old boom and would encompass the back of the outer barge at the site.

Stan Nogalski arrived at 10:00am, and Superior's second emergency response semi-trailer arrived at 10:30am. With no immediate threat present, Nogalski advised that one DNR representative stay at the scene while crews worked to retrieve the sunken barge in case a release occurred. After a trip to Peshtigo, Rodda returned to the site just after 11:00am. Rodda observed the construction crew and dive team place a steel cable around the sunken backhoe to prevent it from falling off the barge any further. The cable was placed through the tracks of the backhoe and was then secured to another barge.

Rodda learned that there was a fuel tank for the barge compressor on board the collapsed barge, and that crewmembers retrieved the tank some time after the incident. It was placed on the MMC property on the downstream side of a boat slip. It is not known what kind of petroleum was stored in this tank or if any of the

product was released during the incident. The only other potential release to the environment was from the portable toilet located on the collapsed barge, and this item was also retrieved by crewmembers later in the day. Rodda also heard a different story about the incident discovery from John Dart of Ayres Associates. Dart informed Keith Bouchard of the USCG that workers arriving before 6:00am found the barge only partially collapsed. When the workers were trying to fix the situation, the full collapse of the barge occurred. Rodda will follow-up to learn the true events of the accident.

The crew was unable to raise the barge. The backhoe and barge were still underwater at 3:00pm. Rodda did not observe any releases the rest of the day. It appeared that the diesel fuel tank on the backhoe did not leak significantly or at all. Rodda left the scene at 3:20pm with Nogalski who returned to the scene in the late afternoon.

Weather: Sunny and warm with a slight breeze.

Cc: Dave Hildreth – NER/Green Bay
Bruce Urben – NER/Green Bay
Justine Hasz – NER/Peshtigo
Stan Nogalski – NER/Peshtigo
Robert Rosenberger – NER/Peshtigo
File

Hydrogeologist	Date of Report	Exhibit Reference
Cathy Rodda	June 7, 2002	----

Erdmann, Kathryn M

From: Rodda, Cathy J.
Sent: Thursday, June 06, 2002 4:42 PM
To: Urben, Bruce G
Cc: Erdmann, Kathryn M; Hildreth, David A
Subject: RE: Spill in the Menominee River

Folks,

I just talked with Bruce about the site. There was not a significant release from the diesel fuel tank of the backhoe on the barge that sank into the river (I will forward an email with photos taken by Justine Hasz.....I haven't looked at them yet). The only release DNR staff identified was small amounts of petroleum popping up in the water on the downstream side of the in-place oil absorbent boom. This could have been from oil on the construction barge platform itself or because of small leaking from the fuel tank. Later we noticed more sheen forming upstream of where the barge was located in the water, and determined it must be coming from the water being pumped out of the barge tanks. This petroleum would have been build up from years of use. Again, I did not feel a significant release had occurred.

I did spend the majority of the day at the site in case something did happen. However, the crew was unable to raise the barge or the backhoe by 3pm, and it appeared that they had given up for the day.

I will write up a CAR and distribute tomorrow morning.

Thanks,
Cathy

From: Urben, Bruce G
Sent: Thursday, June 06, 2002 4:24 PM
To: Rodda, Cathy J.
Cc: Erdmann, Kathryn M; Hildreth, David A
Subject: Spill in the Menominee River

Cathy.....I tried to reach you to see how everything went at the Barge sinking.....Unfortunately, you must be out at the site yet!

When you have time....Please send a brief e-mail to Dave Hildreth, Kathy Erdmann (and myself) about the release and the followup!

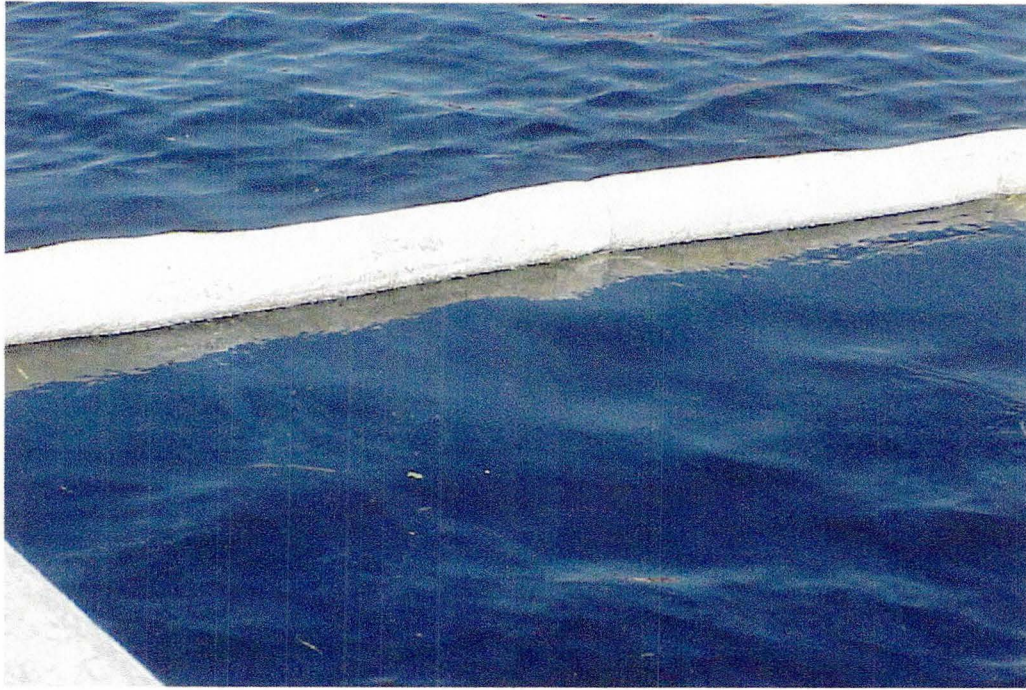
I am sure Dave will be questioned at his RMT meeting on Monday PM....so an update would be helpful!

Erdmann will be acting for me while I am gone.....Feel free to contact her if you have any issues with this release.

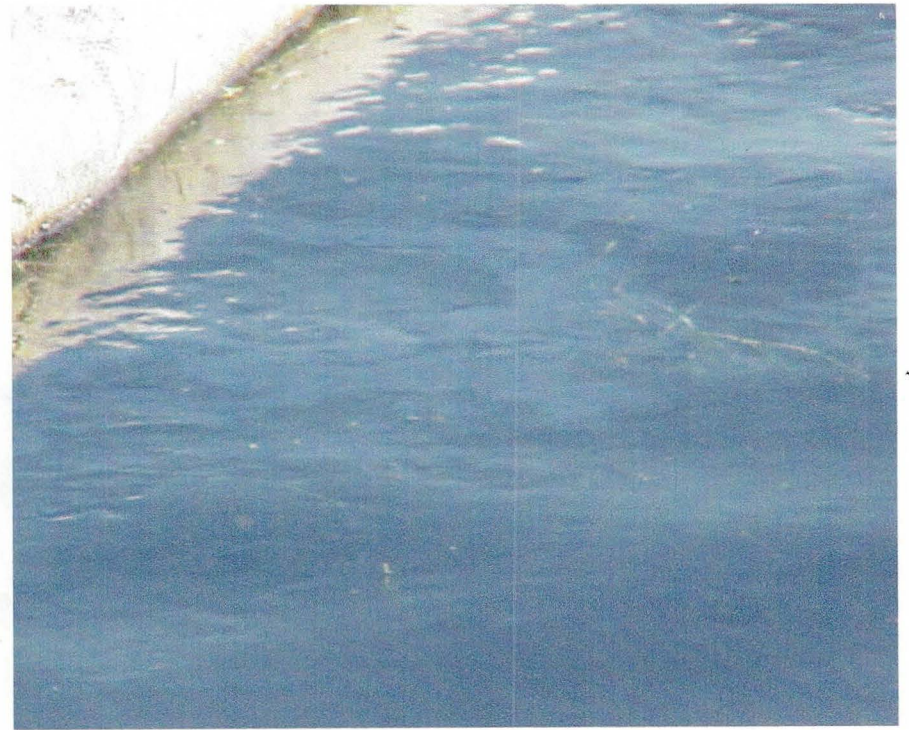
Thanks
Urbs-



Marnette
Marine
June 2002



Marinette
Marine
June 2002



Mannette
Marine
June 2002



Marinette
Marine
June 2002



Mannette
Manne
June
2002



RINETTE

MARINE

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DEERE

BARLEY

6 6 92







6 6 '02



MULLEN

PITZ CONST CO

6 6 02



6 5 02



MCMULLEN

& PITZ COMPANY

NQ.46

6-6-02







6 5 72



NO. 46

6 5 '02



EMERGENCY RESPONSE

CONFINED SPACE

02



1826 02 N N N N-29 BR09 2065/100

Marinette Marine barge collapse
June 6, 2002 – C. Rodda
Menominee River - Pumping water
out of the barge bilge tanks;
discharge into river (left center)



MULLEN

PITZ CONST

5 6 02



6 6 '02

1927 02 N M N 11 22 0008 2053/109

**Marinette Marine barge collapse
June 6, 2002 – C. Rodda
Menominee River
Debris & oil sheen passing the
absorbent boom**



Marinette Marine barge collapse
June 6, 2002 – C. Rodda
Menominee River
Some oil was released (sheen)

1826 02 N N M +1 -24 0808 2053/100



NO. 64

MULLEN

PITZ KONST

6 6 82

1020 02 N N N N 47 0000 2000 100

**Marinette Marine barge collapse
June 6, 2002 – C. Rodda
Menominee River**



6 6 '02

Marinette Marine barge collapse
June 6, 2002 – C. Rodda
Menominee River
Boom to catch oil & debris (by
Superior Services)

1806 02 N N N+1 - 09 0300 2863/173



6 6 '02

Marinette Marine barge collapse
June 6, 2002 – C. Rodda
Menominee River
Sheen passing the absorbent boom

LEADER GROUP - CIVIL RIGHTS - 1000 - 1000
1826 B2 N N N+3 - 24 5000 2053/100



BADGER

5 5 02

05/06/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River; from dockwall
Oil absorbent boom in place near
12+50 marker; dredging begins

136 NNNN 9 05/06/02 CAMERA FAIR



05/06/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Silt plume at tugboat ~75' downstream

136 MNNN12 05/06/02 CAMEKA F AIR



5 6 '02

05/06/2002 - C. Rodda
Marinette Marine Dredging Project
Menominee River
Silt plume downstream from barge ~25'

136 NNNN10 05/06/02 CAMERA PAIR



136 NNNN13 05/06/02 CAMERA FAIR

05/06/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Silt plume was visible at launching area



NO. 39

05/06/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River; from dockwall
Oil absorbent boom in place near
12+50 marker; pre-dredging

136 NNNN 8 05/06/02 CIME-KPI FRIK



5 6 02

05/06/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Silt plume just off of barge

136 NNNN11 05/06/02 CAMERA PAIR



3 5 02

05/03/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
MI waste disposal site for dredging
project

010 NNNN27 05/07/02 CAMERA FAIL



05/06/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Oil absorbent boom in place near
12+50 marker; pre-dredging

136 NNNN 6 05/06/02 CAMERON P11R



McMULLEN - PITZ CONST CO.

5 3 02

010 NNNN28 05/07/02 CAMERA FAIR

05/03/2002 -- C. Rodda
Marinette Marine Dredging Project
Menominee River
Empty barge at MI waste disposal site



NO. 39

5 6 '02

05/06/2002 -- C. Rodda
Marinette Marine Dredging Project
Menominee River; from dockwall
Oil absorbent boom in place near
12+50 marker; pre-dredging

136 NNNN 7 05/06/02 CAMERA FAIL



05/03/2002 - C. Rodda
Marinette Marine Dredging Project
Menominee River
MI side of the river with project waste
disposal site; empty barge

010: KNNN26 05/07/02 CAMERA FAIR



HITACHI

ETTE MARINE CORPO

MCMULLEN



& PITZ CONST

5-3-88

05/03/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Full barge off of launching area

136 NNNN 1 05/05/02 CAME-KA F AIR



5-3-07

05/03/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Silt plume is quite visible from barge on
right

010 NNNN>01 05/07/02 CAME-KA F-11R



05/03/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
MMC

010 NNNN24 05/07/02 CAMERA PAIR



MANITOWOC

5 2 02

05/03/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Dredging barge

010 NNNN21 05/07/02 CAMERA FAIR



5 3 02

05/03/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Near the launching area

010 NNNN23 015-017-010 CEME KA FAIR



5 3 02

05/03/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
View downstream to MI waste disposal
site (at cranes)

0101 NNNN19 05/07/02 CAMERA F-FILE



MA

PORAT

LEN



\$

& PITZ CONST C

05/03/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Silt released from barge during
dredging work

010 NNNN22 05/02/02 CAME KA F-11R



5 3 '02

05/03/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Location of coal tar discovered during
dredging operations (orange marker)

010 NNNN14 05/07/02 CAMERON FAIR



MANITOWOC

5 3 '02

05/03/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Dredging at the launch area

010 NNNN18 05/07/02 CAMERA FILE



579

5 3 '02

05/03/2002 -- C. Rodda
Marinette Marine Dredging Project
Menominee River
Location of coal tar discovered during
dredging operations (orange marker)

010 NNNN15 05/07/02 CAMERA FILE



05/03/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
MMC: this is always in place and is not
a silt curtain for the dredging work

0101 NNNN17 05/07/02 CAME-KA FAIR



05/03/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
MMC: this is always in place and is not
a silt curtain for the dredging work

01 01 0000025 05/07/02 09:04:51



MUL

NO. 4

007 NNNN18 05/07/02 CAMERA FAIR

04/15/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Green AST has a bucket under the
spigot to catch leaks



05/03/2002 - C. Rodda
Marinette Marine Dredging Project
Menominee River
Pink Marker = 12+50

0101 NNNN15 05/07/02 CAMERA PAIR



007 NNNN16 05/07/02 CAMERA FAIR

04/15/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
8 suckers affected by blast



MARINETTE MARINE CORPORATION

W. MALLON & SONS CO.
MARINE DIV.

83 15 112

007 HNNN13 05/07/02 CAMERA FAIR

04/15/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Deploying the silt curtain at ~2:45pm



MANITOWOC

1972 COAST CO.

02 15 19

967 NNNN10 05/07/02 CAMERA FAIR

04/15/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Dredging barge



007 NNNN15 05/07/02 CAMERA FAIR

04/15/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Catching fish affected by blast



007 NNNN 9 05/07/02 CAMERA FAIR

04/15/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Barges for dredging work



4 15 02

007 NNNN14 05/07/02 CAMERA FAIR

04/15/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Blasting just after 2:58pm



HITACHI

6
5
4
3

NO. 64

S S 03

135 NNNN 3 05/06/02 CAMERA FAIR

05/06/2002 - C. Rodda
Marinette Marine Dredging Project
Menominee River
Silt curtain piled on the barge



-105

NO. 38

5 6 02

135 NNNN 2 05/06/02 CAMERA FAIR

05/06/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Silt plume



5 6 02

135 NNNN 5 05/06/02 CAMERA FAIR

05/06/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Continued dredging to 17' depth near
marker 12+50



135 NNNN 1 05/06/02 CAMERA FAIR

05/06/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Silt plume off coast guard ship



EUCARABO MILNEAR

5 6 '02

135 NNNN 4 05/06/02 CAMERA FAIR

05/06/2002 – C. Rodda
Marinette Marine Dredging Project
Menominee River
Continued dredging to 17' depth near
marker 12+50