



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SAVANNAH DISTRICT
100 W. OGLETHORPE AVENUE
SAVANNAH, GEORGIA 31401-3604

January 28, 2020

PUBLIC NOTICE
REQUEST FOR PERMISSION TO ALTER A U.S. ARMY CORPS OF ENGINEERS
PROJECT PURSUANT TO 33 U.S.C. SECTION 408

PUBLIC NOTICE/FILE NUMBER: Golden Ray Owner/Operator/408-SAS-2020-0001

Interested parties are hereby notified that a request for permission to temporarily alter a U.S. Army Corps of Engineers (USACE) project pursuant to Section 14 of the Rivers and Harbors Act of 1899 (33 U.S.C. Section 408) has been received and will be evaluated by the Savannah District. The proposed action could alter the federal navigation channel in Brunswick, Georgia.

Written comments, including any objections to the proposed alteration, stating reasons therefore, are being solicited from anyone having an interest in the requested alteration. Comments must be mailed or emailed by or before the last day of the comment period and must reference the file number of this public notice. Comments will become part of the record and will be considered in the decision on the request. See below for contact information and address.

COMMENT PERIOD EXPIRES: February 4, 2020

REQUESTED ALTERATION: The proposed temporary alteration which would affect the federal navigation channel in Brunswick, GA is requested in order to completely remove the Golden Ray vessel wreck and its cargo (see Figure 1). Activities would include construction of an Environmental Protection Barrier (EPB) around the vessel. The goal is for all large sections of the vessel to be removed before hurricane season in June 2020, with subsequent recovery of debris and any remaining portions of the wreck following large section removal. The final EPB removal and site clearance would be completed after this date. To align with the State of Georgia Emergency Order, this request would be valid until 31 December 2021. Temporary impacts to the Federal Channel will include anchoring of equipment, barges, and EPB placement. Temporary impacts may also include pilings, sediment transport, or debris. All of which would be temporary and be restored upon completion.

REQUESTER: Owner/Operator of the MV Golden Ray

PERMISSION AUTHORITY: The authority to grant permission for temporary or permanent use, occupation or alteration of any USACE civil works project is contained in Section 14 of the Rivers and Harbors Act of 1899, as amended, codified at 33 USC 408 ("Section 408"). Section 408 authorizes the Secretary of the Army to grant permission for the alteration or occupation or use of a USACE project if the Secretary determines that the activity will not be injurious to the public interest and will not impair the usefulness of the project.

ADDITIONAL INFORMATION: The main purpose of the EPB is to collect large and small debris and contain oil and hydrocarbons that float to the surface. The EPB structure would be approximately 1,359,947 square feet (31.22 acres) using support piles and mesh system with a floating barrier (Figure 1).

Pile pairs (20 ft. o/c) would be installed at 100 to 150 ft. spacing (potentially reduced to 50 ft. in deeper water), 48 inch diameter steel piles up to 140 feet in length. Impact hammer piling (vibratory hammers will be onsite and available if required, but are not currently planned to be used for the 48 inch pile installation). Piles would be embedded up to 80 ft. below seabed. Total number of piles 50-80. Pile wall thickness 1.00" to 1.25". Scour protection would be needed to preserve the pile capacity given the potential for currents to scour the base of the piles once installed. Additional scour protection may be needed in an effort to prevent the ship from moving or breaking apart and may be placed in a single event or periodically throughout the project timeline.

Once the debris removal operation is complete, a hydrographic survey would be conducted to ensure the bottom is free of debris originating from the wreck before the EPB is removed. Any additional debris discovered during this survey related to the wreck would then be recovered for subsequent disposal. Piles would then be removed or cut in place below the mud line.

LOCATION OF PROPOSED ACTION: The Golden Ray listed to port and ran aground while transiting the St. Simons Sound outbound from Brunswick, Georgia. The vessel remains grounded on the south side of the sound between St. Simons Island and Jekyll Island at approximately 31° 07.68 N, 081° 24.23 W at the entrance to Saint Simons Sound near the federal navigation channel. The vessel's current heading is 146.9°, and she has 100.16° heel to port, with 0.36° trim by the stern (Siri Marine, 2020). The EPB would protrude into the federal channel until its final removal and site clearance after June 2020, and prior to 31 December 2021.

WRITTEN COMMENTS MAY BE MAILED TO:

Department of the Army
Corps of Engineers, Savannah District
Attn: Cynthia Gose (CESAS-PM-P)
100 W. Oglethorpe Ave
Savannah, GA 31401

WRITTEN COMMENTS MAY BE E-MAILED TO: cynthia.a.gose@usace.army.mil

ALL comments must contain the full name and address of the individual commenting and must be received by the USACE by the expiration of the public notice period.

EVALUATION: This request will be reviewed pursuant to Section 408 and USACE

Engineering Circular (EC) 1165-2-220, which provides policy and procedural guidance for processing requests to alter USACE civil works projects.

The decision whether to grant permission for the requested alteration will be based on several factors. Review of the requests for modification will be reviewed by a USACE technical review team considering the following factors:

1. Potential to Impair the Usefulness of the Project. Proposed alterations will be reviewed to determine whether the alteration would limit the ability of the USACE project to function as authorized, or would compromise or change any authorized project conditions, purposes or outputs. If USACE determines that the usefulness of the authorized project would be impaired, the request will be denied.

2. Potential to be Injurious to the Public Interest. Proposed alterations will be reviewed to determine the probable impacts, including cumulative impacts, on the public interest. Factors that may be relevant to the public interest depend upon the type of USACE project being altered and may include, but are not limited to, such things as conservation, economic development, historic properties, cultural resources, environmental impacts, water supply, water quality, flood hazards, floodplains, residual risk, induced damages, navigation, shore erosion or accretion, and recreation. This evaluation will consider information received from the interested parties, including tribes, agencies, and the public. The decision whether to approve an alteration will be determined by the consideration of whether benefits are commensurate with risks. If the potential detriments are found to outweigh the potential benefits, then it may be determined that the proposed alteration is injurious to the public interest.

3. Environmental Compliance. A decision on a Section 408 request is a Federal action and is subject to the National Environmental Policy Act (NEPA) and other environmental compliance requirements. USACE is preparing an Environmental Assessment to evaluate the potential impacts of the proposed alteration on important resources. Comments received on this public notice will be used in the evaluation. The EA will not be published for public comment as this notice fulfills NEPA requirements for public participation. Any comments regarding the proposed alteration should be submitted during the current public comment period.

While ensuring environmental compliance is the responsibility of USACE, the requester is responsible for providing all information that USACE identifies as necessary.

All factors that may be relevant to the proposal will be considered, including the potential cumulative effects associated with the proposed project. The review will consider the potential impact to the usefulness of the Federal project and whether the proposed alteration would be injurious to the public interest. Policy and legal compliance will also be considered.

USACE is soliciting comments from interested parties to evaluate the potential impacts of the proposed alteration. Comments will be used for environmental

compliance coordination as required by NEPA.

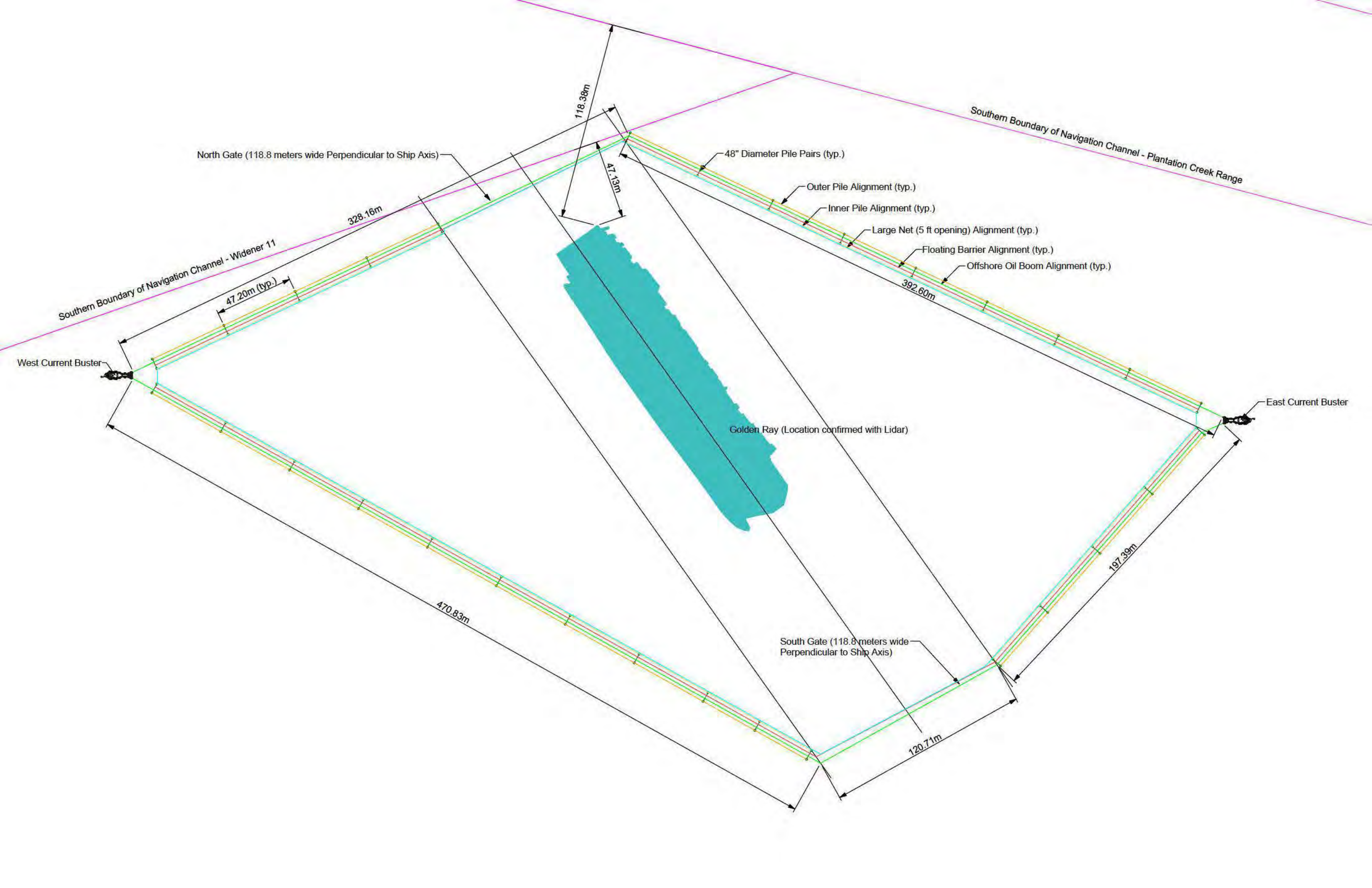
COORDINATION: This public notice will be coordinated with the relevant State, Federal, and Tribal entities as appropriate.

Issuance of this notice does not imply USACE endorsement of the project as described.

If you have any questions, please contact me at 912-652-5968 or via email at Kimberly.L.Garvey@usace.army.mil.

Kimberly L. Garvey

Kimberly L. Garvey
Chief, Planning Branch



North Gate (118.8 meters wide Perpendicular to Ship Axis)

Southern Boundary of Navigation Channel - Plantation Creek Range

Southern Boundary of Navigation Channel - Widener 11

118.38m

48" Diameter Pile Pairs (typ.)

Outer Pile Alignment (typ.)

Inner Pile Alignment (typ.)

Large Net (5 ft opening) Alignment (typ.)

Floating Barrier Alignment (typ.)

Offshore Oil Boom Alignment (typ.)

328.16m

47.20m (typ.)

47.13m

392.60m

West Current Buster

East Current Buster

Golden Ray (Location confirmed with Lidar)

470.83m

South Gate (118.8 meters wide Perpendicular to Ship Axis)

120.71m

197.39m