

ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Spill Prevention and Response
Prevention and Emergency Response Program

SITUATION REPORT
As of 10:00 AM on April 20, 2010

INCIDENT NAME: Princess Kathleen

SITREP #: 14

SPILL NUMBER: 10119904701

LEDGER CODE: 14284160

TIME/DATE OF SPILL: The *SS Princess Kathleen* grounded and sank off Point Lena on September 7, 1952.

TIME/DATE OF SITUATION REPORT: 2:00 PM on April 20, 2010

TIME/DATE OF THE NEXT REPORT: 2:00 PM on April 23, 2010

TYPE/AMOUNT OF PRODUCT SPILLED: The total volume of number 6 bunker oil onboard the vessel at the time of sinking is unknown. The volume of bunker oil identified in 10 of the ship's tanks is estimated to be between 14,000 and 34,000 gallons. Four additional tanks remain to be surveyed. The volume of other oils that remain on the ship is currently unknown.

LOCATION: Point Lena, Favorite Channel, north of Juneau, Alaska.

CAUSE OF SPILL: The vessel grounded on Point Lena and suffered damage to the forward-most section of the bow. As the tide came in, the vessel flooded from the stern and slid off the point. The vessel now sits at an angle on its port side at a depth ranging from 52 feet at the bow to 134 feet at the stern. Recent increases in the frequency of sheen being reported in the area were investigated and traced to the *Princess Kathleen*, possibly indicating a change in the vessel's condition.

POTENTIAL RESPONSIBLE PARTY (PRP): Undetermined

RESPONSE ACTION: Global Diving and Salvage (Global) began removing oil trapped within the structure of the vessel on Saturday, April 17. Removing the trapped oil exposed leaking and badly corroded tank piping. On April 18, Global began patching and plugging the identified leaks. Hot tapping operations to remove oil from the fuel tanks cannot commence until the leaks in the tank piping are patched. This is to minimize any potential spill that may result from oil, heated for removal, traveling through the tank piping at an increased discharge rate. Global ordered specialized pipe cutting equipment from their Seattle office to facilitate more permanent patches. The equipment is expected to arrive in Juneau today.

Global has begun installing hot tapping equipment in the starboard wing tanks. Hot tapping itself will not begin until the leaking vents and pipes have been patched.

On Sunday, April 18, the Unified Command received a report of sheen extending from the wreck site north to Haines. The report was investigated by the crew on site on Sunday and by trained aerial observers on a helicopter over flight on Monday, April 19. Rainbow sheen was observed only in the immediate vicinity of the wreck on both days. The helicopter traveled north as far as Benjamin Island and did not observe any additional sheen. Patchy water conditions created by wind and current patterns in Lynn Canal may have been mistaken as sheen. The Unified Command will conduct two over flights a week to continue monitoring for sheen and oil discharges.

The oil spill response cooperative, Southeast Alaska Petroleum Resource Organization (SEAPRO), has deployed two sections of hard boom to the north and northeast of the wreck site, and a section of absorbent boom and adsorbent snare directly off Point Lena (for descriptions of the spill response equipment, view the [Oil Cleanup Methods](#) document on the Unified Command website: www.dec.state.ak.us/spar/princesskathleen). SEAPRO will

continue to monitor and maintain boom around the wreck. The entire wreck area was not encircled with boom due to safety concerns. A 48-foot SEAPRO oil spill response vessel (OSRV) will be on site for all fuel recovery operations in case of a large release. A second 48-foot SEAPRO OSRV is on standby in Auke Bay.

SOURCE CONTROL: None at this time. Global has installed temporary patches over the exposed starboard portholes to prevent oil trapped within the vessel from escaping.

RESOURCES AFFECTED: There have been no reports of impacts to wildlife or the shoreline. SEAPRO has begun conducting active bird hazing in the area as a preventative measure. The Unified Command and NOAA have developed a communication plan for when marine mammals are in the vicinity. The *Princess Kathleen* is of historic significance and is listed as a historic shipwreck by the State of Alaska Office of History and Archeology.

FUTURE PLANS AND RECOMMENDATIONS: Foss Maritime Company (Foss), Global, and Southeast Alaska Lightering (SEAL) have begun moving equipment to the deck barge *Red Cedar* for the second phase of fuel recovery. A boiler onboard the *Red Cedar* will heat water to circulate through the fuel tanks. This will heat the bunker oil in the fuel tanks, making it easier to pump the oil to a tank onboard the deck barge. Oil collection equipment will separate the bunker oil from the water within the tank before the oil is transferred to the Foss barge.

Equipment necessary to remove grease and silt on the cargo deck that is restricting access to the port wing tanks has been ordered. Removing the material will allow access to the upper section of the four port wing tanks. Once accessible, divers will estimate the volume of fuel in the four tanks and install the equipment necessary for fuel removal.

WEATHER: Today: North wind 10 knots become south and 15 knots in the morning. Seas building to 3 feet with rain. Tomorrow: South winds 15 knots diminishing late, seas 3 feet with showers.

UNIFIED COMMAND AND PERSONNEL:

F.O.S.C. : Capt. Melissa Bert, USCG
S.O.S.C. : Scot W. Tiernan, ADEC

FOR ADDITIONAL INFORMATION CONTACT: Scot W. Tiernan, ADEC, (907) 465-5378 or JIC officers at 463-2065.

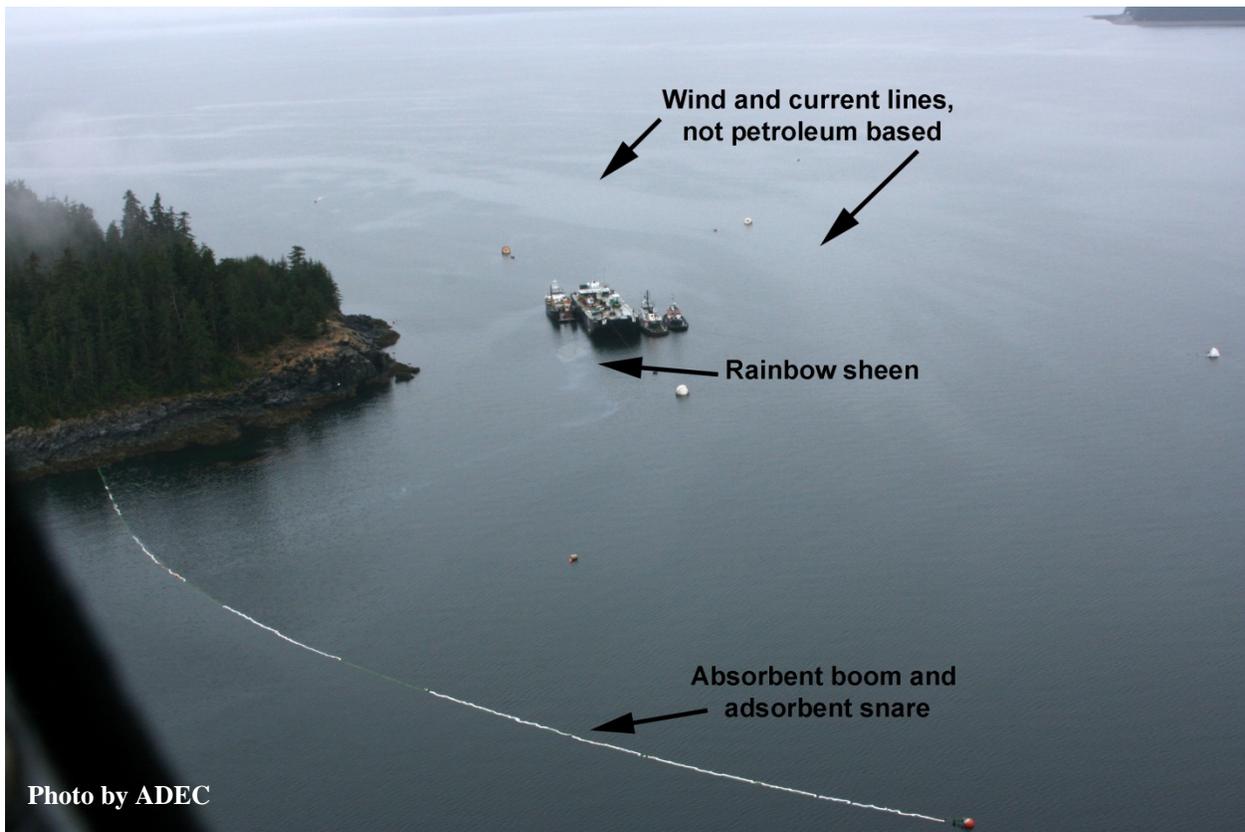
Photographs and other spill information are available for viewing on the Unified Command website:
www.dec.state.ak.us/spar/princesskathleen

AGENCY/STAKEHOLDER NOTIFICATION LIST

This sitrep has been distributed to the following agencies and stakeholders. The situation report was also distributed to the various agency staff listed on the standard distribution list. The receiving agencies listed in the standard distribution list includes: Governor's office, Senator Begich's office, ADF&G, ADNRR, SECC, EPA, DOI, NMFS, USFWS, and USFS.

Agency/ Stakeholders	Name	Sent Via	Additional Info	Telephone	Fax
Senate Dist. B	Senator Dennis Egan	Fax	session	465-4947	465-2108
House Dist. 3	Representative Beth Kerttula	Fax	session	465-4766	465-4748
House Dist. 4	Representative Cathy Munoz	Fax	session	465-3744	465-2273
USCG (Sector Juneau)	Capt. Melissa Bert	Email	Melissa.bert@uscg.mil	463-2836	
USCG (Sector Juneau)	Lt. Latarsha McQueen	Email	Latarsha.s.mcqueen@uscg.mil	463-2835	463-2445
USCG (Sector Juneau)	Cdr. Matt Jones	Email	Matt.n.jones@uscg.mil	463-2452	
USCG (Sector Juneau)	Cdr. Kurt Clarke	Email	Kurt.a.clarke@uscg.mil	463-2475	

Agency/ Stakeholders	Name	Sent Via	Additional Info	Telephone	Fax
USCG (Sector Juneau)	MSTC James Highfill	Email	James.L.Highfill@uscg.mil	463-2461	
USDA Forest Service - Juneau Ranger District	District Ranger Pete Griffin	Email	pgriffin@fs.fed.us	789-6244	586-8808
USDA Forest Service - Tongass Env. Engineer	Michele Marie Parker	Email	mmparker@fs.fed.us	772-5850	772-5896
USDA Forest Service - Admiralty Island National Monument	District Ranger Marti Marshall	Email	mymarshall01@fs.fed.us	789-6202	
NMFS	Jon Kurland	Email	Jon.kurland@noaa.gov	586-7638	586-7358
ADNR	Doug Sanvik	Email	Doug.Sanvik@alaska.gov		
ADF&G	Joe Hitselberger	Email	Joe.Hitselberger@alaska.gov	465-4346	465-4759
Douglas Indian Association	Doug Dobyys, Environmental Planner	Email	DougDobyys@yahoo.com	364-2916	364-2917
Central Council Tlingit and Haida Indian Tribes of Alaska	L. Knight	E-mail	LKnight@cchita.org		
City and Borough of Juneau	Mayor Bruce Botelho	E-mail	city_clerk@ci.juneau.ak.us	586-5240	586-5385
SEAPRO	Dave Owings	Email	Dave@seapro.org		
SEAPRO	Cheryl Fultz	Email	Cheryl@seapro.org		



A patch of rainbow sheen is present above the wreck site during an over flight on Monday, April 19. Rainbow sheen is non-recoverable. Absorbent boom and adsorbent snare is visible to the northeast of dive operations and will collect heavier petroleum discharges.