

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

SITUATION REPORT
As of 10:00 AM on May 28, 2010

INCIDENT NAME: Princess Kathleen

SITREP #: 25

SPILL NUMBER: 10119904701

LEDGER CODE: 14284160

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

TIME/DATE OF SITUATION REPORT: 2:00 PM on May 28, 2010

TIME/DATE OF THE NEXT REPORT: As the situation warrants.

TYPE/AMOUNT OF PRODUCT SPILLED: The total volume of number 6 bunker oil and other oils onboard the vessel at the time of sinking is 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) removed a 4-foot by 4-foot section of the hull to access the eight service tanks which, according to the ship's plans, held a variety of petroleum products. The space had previously been hot-tapped, and a significant quantity of mixed petroleum products and oily water was removed from the space. The access route was blocked by a tank not shown on the ship's plans. Divers drilled into the tank and determined it did not contain any oil. Debris and piping made access into the space to examine the eight tanks shown on the plans impossible. The visual inspection completed by the diver and the Remotely Operated Vehicle indicated the space did not contain any large quantity of free-floating oil. The Unified Command, based on the information collected, decided not to continue efforts to access the eight service tanks. It is assumed, based on the amount of oil removed from the overhead (ceiling) in the compartment, that the service tanks have failed and discharged their contents into the interior of the ship.

The 4-foot by 4-foot hull section is being re-attached to the vessel today using welded patches and underwater epoxy. Global divers will continue work today to return the vessel to as near the pre-response condition as possible. Landing plates with the attached flanges used during the hot-tapping procedures are being spot-welded closed and left on the vessel's hull. All large openings created during the response will be closed to prevent access to interior spaces on the vessel. Temporary patches placed over the port holes have been removed.

Pre-positioned spill response equipment is being demobilized. Crews removed the response equipment container in Amalga Harbor and the pre-positioned containment boom in Tee Harbor. Today, Southeast Alaska Petroleum Resource Organization (SEAPRO) responders will recover the containment boom deployed to the north and south of dive operations. The boom directly around the dive platform will be maintained as long as vessels are onsite.

The safety zone onsite remains in effect until the mooring system is removed. Vessels transiting the area should refer to marine channel 16 for Notices to Mariners.

SOURCE CONTROL: Source control has not been achieved. However, Global has completed all feasible fuel transfer operations from the *Princess Kathleen*, and the majority of all bunker and other oils have been safely removed from the vessel. Small quantities of petroleum remain trapped within the vessel and will continue to be released over time. However, the response has removed a significant threat to the shores and waters of Lynn Canal and insures that the *Princess Kathleen* will not be the source of a catastrophic release in the future.

The volumes reported include a percentage of water; the actual volume of fuel recovered will not be known until the product is measured at the disposal and recycling center. Approximately 118,800 gallons of bunker oil was recovered from the fuel tanks. An additional 25,500 gallons of other petroleum products, bunker oil and oily water have been collected from overhead spaces and after engine room spaces onboard the vessel. The total recovered volume is approximately 144,300 gallons.

RESOURCES AFFECTED: Shoreline Cleanup Assessment Technique (SCAT) teams have conducted surveys to monitor impacts to sensitive areas. SCAT teams will complete a final survey to document any impacts that occurred during the fuel removal and cleanup operations.

On May 12, strong winds caused damage to the containment boom on site and allowed some sheen and oil contamination to travel north towards Tee Harbor. SCAT teams conducted a survey along this beach on May 18 to determine the extent of impact. The beach was found to have a tar-like residue on approximately one to five percent of the total beach area. The SCAT team determined cleanup of the residue was impractical and could cause more damage to shore zone organisms.

FUTURE PLANS AND RECOMMENDATIONS: Decontamination will begin on vessels and equipment this weekend. Vessels will move to the Southeast Lighterage docks in Auke Bay, where they will be boomed and cleaned with high pressure water and powered scrubbers. The oiled response equipment will either be decontaminated locally by SEAPRO responders or shipped to Seattle for decontamination. Equipment to be decontaminated locally will be placed within secondary containment prior to decontamination. Contaminated water will be treated and disposed of in accordance with State and federal regulations.

Once equipment has been decontaminated or properly contained for shipment, it will be returned to its home port.

WEATHER: Today: partly cloudy with north winds 15 knots diminishing in the afternoon, seas 3 feet subsiding in the afternoon. Tomorrow: South winds 10 knots, seas 2 feet or less.

UNIFIED COMMAND AND PERSONNEL:

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

FOR ADDITIONAL INFORMATION CONTACT: Sarah Moore, ADEC, (907) 465-5239 or JIC at 463-2065.

Photographs and other incident 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, ADNR, 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	
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	mmmarshall01@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
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Central Council Tlingit and Haida Indian Tribes of Alaska	L. Knight	E-mail	LKnight@ccthita.org		
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