



Significant Responses This Quarter

Tank Barge ENER-GIZER — Nikiski

Spill Date: January 19, 2000
Product/Quantity: Isomerate (gas additive), 150 gallons
Cause: Heavy ice



View of damaged dock

Heavy ice hit the tank barge ENER-GIZER while isomerate (gas additive) was being loaded at the Tesoro/KPL dock. This caused the mooring lines to break and the barge to pull away from the dock. The transfer hose then broke away from the barge at the manifold. Facility personnel were able to shut down the transfer operation before the transfer hose broke away,

limiting the size of the release. The vessel hull sustained minor scrapes, but the dock was significantly damaged. The Department and the U.S. Coast Guard are continuing to coordinate in identifying special operating procedures and restrictions for vessels and barges operating in Cook Inlet during severe icing conditions.



Alaska Railroad Yard Roundhouse — Anchorage

Spill Date: February 1, 2000
Product/Quantity: Diesel, 2,300 gallons
Cause: Fuel filter drain valve wired in open position during maintenance on locomotive



A locomotive lost an estimated 2,300 gallons of diesel at two locations at the Anchorage Yard Roundhouse. The fuel leaked from a drain valve that had been wired open following maintenance. A worker discovered the release when he noticed that the locomotive was out of fuel. About 500 gallons were released onto ice-

covered asphalt on the east side of the roundhouse and an additional 1800 gallons were released on gravel on the west side. Alaska Railroad crews used heavy equipment to remove contaminated snow. Workers used steam hoses to thaw the contaminated ice, which was processed through an oil/water separator. A vacuum truck was also on site for collecting contaminated water. The Department will discuss prevention measures with ARRC to prevent future occurrences.



F/V American Star - Unimak Island

Spill Date: February 11, 2000
Product/Quantity: Diesel, 12,000 gallons (potential)
Cause: Vessel grounding

The F/V American Star, a 440 gross ton crabber/tender, caught fire approximately 4 miles offshore the southeast side of Unimak Island. A strong southeast wind drove the vessel ashore near Cape Lazaref, within the Izembek National Wildlife Refuge. The crew was rescued by Coast Guard helicopter. A salvage contractor



Fuel bladder.

removed lubricating and hydraulic oil from the vessel. Fuel was transferred from the ship to six heavy-duty fuel bladders on shore. The bladders were set up in a natural depression on the beach, which was lined to prevent fuel from contaminating the underlying soil. An electric fence, provided by the US Fish and Wildlife Service, was erected around the fuel storage area to protect it from inquisitive bears.



M/V Pacsun — Icy Bay

Spill Date: February 25, 2000
Product/Quantity: Bunker C, 220,000 gallons (potential)
Cause: Vessel grounding



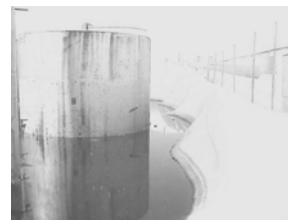
View of stern.

The M/V Pacsun, a 539-foot, Liberian-flag lumbership, went aground at Icy Bay north of Yakutat. The cause is under investigation. The vessel was refloated without incident on February 28, 2000. During the survey work and while waiting for the propulsion test, a Sea Curtain containment boom was placed around the vessel as a precaution. No pollution was noted.



West Coast Aviation, Unalakleet

Spill Date: March 24, 2000
Product/Quantity: Aviation Gasoline, 84,360 gallons
Cause: Failure of tank bottom



Marker tank showing fuel level in containment area.

An estimated 84,360 gallons of aviation gasoline was released to the lined containment area when the bottom of the tank failed. The entire contents of the tank were lost in approximately 30 minutes. Most of the product was recovered using pumps. The major risk was explosion, but inhalation exposure was also a concern. The Unalakleet Police Department provided crowd

control by cordoning off the area and informing citizens of the fire hazard. One family was evacuated prior to the exclusion zone being established, as the occupants could smell fumes even though they were sheltered in place.

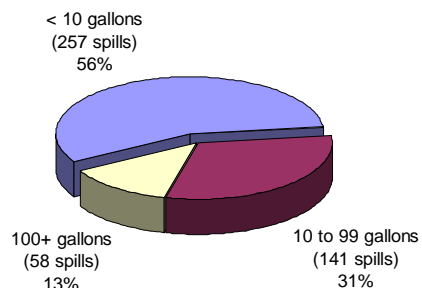


For more information, visit our website at
<http://www.state.ak.us/dec/dspar/perp>

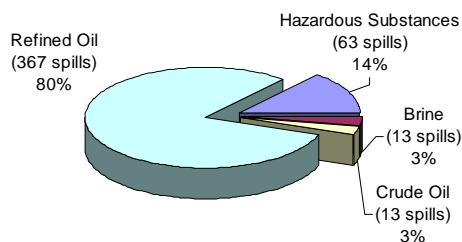
Data Summary

Oil and Hazardous Substance Spills January 1-March 31, 2000

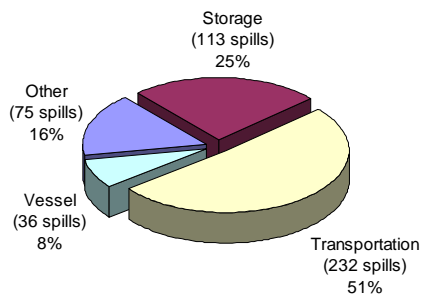
(releases reported in pounds were not included)



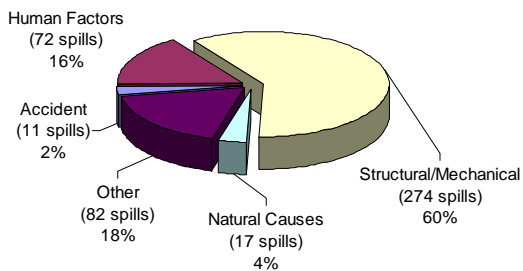
Spills by Size Class



Spills by Product



Spills by Source



Spills by Cause

Spill News

RESPONSE UPDATES

Gold Creek Derailment Update. The Department continued to oversee the cleanup of the estimated 120,516 gallons of jet fuel at mile 262 of the Alaska Railroad, near Gold Creek. As of March 28, one drilling rig remains on-site. Product is being recovered from fifty-five recovery wells. No fuel has been noted in the sentinel wells at the perimeter of the spill site. Approximately twenty recovery pump systems are in production on a twenty-four hour basis. As of April 4, an estimated 12,823 gallons (10%) of the more than 120,000+ gallons of fuel spilled have been recovered. For more information, visit the spill web site at: <http://www.state.ak.us/dec/dspar/perp/akrr4>



PREPAREDNESS

Cruise Industry Work Group Meets. On January 27, DEC met with representatives from Northwest Cruise Ship Association, Cruise Line Agencies of Alaska, Holland America, Southeast Alaska Petroleum Resource Organization Inc. (SEAPRO), and the United States Coast Guard (USCG) in the initial meeting of the new work group. The meeting was held as follow-up to the Cruise Ship Forum meeting held on December 3, 1999. The Department presented information on the focus of the workgroup from the State's perspective, the Geographic Response Strategies (GRS), and baseline information needs of the State from the cruise ship industry. The USCG explained the Subarea Plan process and the desire to bring this workgroup under the auspices of the Southeast Alaska Subarea Committee. The cruise line representatives agreed to provide information on the type and amount of oil carried aboard each cruise ship; current spill response plans and trained personnel; contracts with spill response organizations; P&I club memberships; the names and contact numbers of local persons or organizations authorized to immediately commit funds and resources for spill response and a list of areas considered the most hazardous by the ship captains. DEC agreed to provide the workgroup with information on response equipment owned or under control of the Department. DEC will work with the USCG to develop a prioritized list of GRS sites for consideration by the work group.



Geographic Response Strategies (GRS). DEC participated in several meetings to review and provide comments on both the Kodiak GRS and the Cook Inlet GRS draft documents. The Coast Guard, Federal/State resource agencies, industry, spill coops, regional citizens advisory councils, and other interested parties provided inputs to further improve the GRSs. Both documents will be entered into the formal public review process as part of Change 1 to the respective subarea plans (Kodiak and Cook Inlet Subarea Contingency Plans). Planning has also been initiated to develop GRSs for the Prince William Sound subarea. A GRS for responding to spills in the Upper Cook Inlet mudflats is also being developed.



General Response Permit For ARRC. DEC met with the Department of Natural Resources to discuss a general permit for response activities along the Alaska Railroad. This permit will be patterned after the North Slope general permit and will identify areas of closest points of access to the railroad from the Parks highway on state land as well as pre-approved trail/road building as required, camp pads, connex storage, etc. DNR will coordinate with their Anchorage office and ARRC. The permit will then be available in an emergency response for both ARRC and DEC. Once this effort is completed Environmental Protection Agency (EPA) has agreed to proceed with coordinating this initiative with Federal land managers using the same format.

Spill News

RESEARCH

Tundra Treatment Manual to be Developed. AGRA Earth and Environmental Inc. was awarded the contract for conducting a literature review and justification for tactics used to clean up spills of petroleum and hazardous compounds in tundra. The research will identify which tactics have been most effective in the past and will try to determine how much more effective the tactics are than natural attenuation.



DRILLS

KPL Tesoro – Kenai, March 8. DEC participated in the Kenai Pipe Line Company Worst Case spill drill. The drill was conducted at the Cook Inlet Spill Response, Inc (CISPRI) Command Post in Nikiski and simulated an explosion that ruptured the largest crude oil storage tank at the facility. Troops from the Alaska Army National Guard participated in the exercise as part of their Northern Edge exercise and the U.S. Environmental Protection Agency (EPA) acted as the Federal On-Scene coordinator. The 240,000 barrels of crude oil released were captured in the tank's secondary containment system. The critique following the drill was very positive. The drill demonstrated a unified response effort, including the local government, and a competent application of the Incident Command System.



All Significant Responses (January-March 2000)

JANUARY 2000

- 1/4 Tug Malolo
- 1/5 Ivanoff Bay Power Plant
- 1/19 Tank Barge ENERGIZER

FEBRUARY 2000

- 2/1 Alaska Railroad Anchorage Yard Roundhouse
- 2/2 Sportsman's Inn - Whittier
- 2/3 Atmaultluak Washeteria
- 2/7 Gambell Presbyterian Church
- 2/10 Sunshine Oil/Petro Marine Tank Truck
- 2/11 F/V American Star
- 2/18 Alaska Nitrogen Products
- 2/21 T/V SeaRiver Benicia
- 2/25 M/V Pacsun
- 2/27 Valdez Propane Release

MARCH 2000

- 3/1 Auke Bay PO Mystery Spill
- 3/8 Tesoro Ethanol, Anchorage
- 3/9 North Pacific Propane Leak, Valdez
- 3/15 CSX Propane, Kodiak
- 3/20 Gulkana Glacier
- 3/24 Nautilus Seafoods - Ammonia Release, Valdez
- 3/24 West Coast Aviation, Unalakleet

PLEASE NOTE. . . This report is based on provisional spill data. Readers should be aware that minor discrepancies in the data may exist.

Spill Digest

Oil and Hazardous Substance Spills reported to DEC during the period January 1-March 31, 2000

HAZARDOUS SUBSTANCES

(does not include **brine** or releases reported in **pounds**)

Total Count: 63 **Total Gallons:** 12,478

Top 5 Substances

Product	Count	Gallons
Drag Reducing Agent	1	5,000
Other	15	4,507
Propylene Glycol	8	2,243
Ethylene Glycol (Antifreeze)	21	498
Naphtha (Stoddard Solvent)	1	150

Top 5 Causes

Cause	Count	Gallons
Unknown	14	5,066
Freezing	2	2,401
Gauge/Site Glass Failure	1	1,500
Leak, Other	11	1,116
Valve Faulty	2	900

Top 5 Sources

Source	Count	Gallons
Unknown	9	5,017
Refinery	2	2,440
Other	11	1,989
Airport	2	1,550
Well	6	429

CRUDE AND REFINED OIL

Total Count: 380 **Total Gallons:** 27,280

Top 5 Substances

Product	Count	Gallons
Diesel	145	21,595
Hydraulic Oil	99	1,532
Propane (LPG)	2	900
Gasoline	44	830
Engine Lube Oil	32	635

Top 5 Causes

Cause	Count	Gallons
Tank Leak	6	11,030
Leak, Other	57	3,399
Valve Left Open	13	2,282
Line Ruptured	62	1,919
Tank Overfill	28	1,630

Top 5 Sources

Source	Count	Gallons
Power Facilities	6	10,065
Home/Office/Business	18	3,318
Home Heating Tank	20	2,823
Tank Farm	3	2,091
Industrial Vehicle	106	1,896

2000 Drill Calendar

April 10-11	CANUSNorth Exercise (USCG), Anchorage
April 17-20	Copper River Delta Equipment Deployment and GRS Exercise
April 24	Hazmat Response Exercise (DEC), Unalaska
April 24-28	Equipment Deployment Exercise (USCG), Homer
May-June	Cruise Ship Away Team Deployment Exercise, Southeast AK
June	Prince William Sound Tanker Drill, Valdez
November	North Slope Mutual Aid Drill, North Slope

SEND COMMENTS AND SUBSCRIPTION REQUESTS TO:

Camille Stephens, 410 Willoughby Ave., Juneau, AK 99801

or

email: cstephen@envircon.state.ak.us

At a glance... January 1 - March 31, 2000

Spill Summary

Total Spills Reported* (includes 13 Brine releases):	456
Oil -- Total Gallons Released	27,280
Hazardous substances* -- Total Gallons Released	12,478
Brine -- Total Gallons Released	28,491

Oil Releases

Total Spills Reported:	380
Largest Volume Released by Category	
Substance (145 spill; 21,595 gallons)	Diesel
Cause (6 spills; 11,030 gallons)	Tank Leak
Source (6 spills; 10,065 gallons)	Power Facilities
Largest Single Release	Diesel ; 10,000 gallons

Hazardous Substance Releases * (excluding brine)

Total Spills Reported:	63
Largest Volume Released by Category	
Substance (1 spill; 5,000 gallons)	Drag Reducing Agent
Cause (2 spills; 2,401 gallons)	Freezing
Source (2 spills; 2,440 gallons)	Refinery
Largest Single Release	Drag Reducing Agent; 5,000 gallons

*excludes 7 releases reported in pounds



**Prevention and Emergency Response Program
Division of Spill Prevention and Response
Department of Environmental Conservation
410 Willoughby Avenue
Juneau, AK 99801-1795**

<http://www.state.ak.us/dec/dspar/perp/perphome.htm>
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mail label

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At a glance...**

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