

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

SITUATION REPORT

INCIDENT NAME: M/V Selendang Ayu

SITREP #: 90

SPILL NUMBER: 04259934301

LEDGER CODE: 14142160

TIME/DATE OF INCIDENT: The M/V Selendang Ayu grounded around 6:00 PM on December 8, 2004 near Unalaska Island between Skan Bay and Spray Cape. The U.S. Coast Guard reported at 7:14 PM on December 8, 2004 that the vessel had broken in half.

TIME/DATE OF SITUATION REPORT: 3:00 PM June 16, 2005

TIME/DATE OF THE NEXT REPORT: 1:00 PM June 23, 2005

TYPE/AMOUNT OF PRODUCT SPILLED: The actual amount of fuel spilled is unknown. Total volume of fuel initially on board the vessel was approximately 446,280 gallons of intermediate fuel oil (IFO 380) and 31,573 gallons of marine diesel oil. An estimated 321,052 gallons of IFO 380 from the three centerline tanks and 14,680 gallons of marine diesel/miscellaneous oils have been released to the environment. The total estimated amount of all oils released to the environment is 335,732 gallons. These figures are estimates based on the most recent data available and are subject to change if new information is obtained.

LOCATION: The vessel wreck's position is at 53° 38' 04" N, 167° 07' 30" W on Unalaska Island between Skan Bay and Spray Cape. This site is approximately 25 air miles southwest or 50 nautical miles from Dutch Harbor.

CAUSE OF SPILL: The vessel grounded and broke in half on the evening of December 8, 2004.

POTENTIAL RESPONSIBLE PARTY (PRP): Ayu Navigation Snd, Bhd, Port Klang, Malaysia (IMC Shipping)

RESPONSE ACTIONS:

SCAT: The Shoreline Cleanup Assessment Technique (SCAT) program is operating with one vessel-based SCAT team. The SCAT team has been surveying the Unalaska Bay area and is expected to complete the last of the pre-identified segments on 6/16/05. At the request of a landowner, the SCAT team will survey areas in Beaver Inlet to check for oil. A total of 806 shoreline segments (474 miles) have been identified for survey and cleanup evaluation. As of 6/15/05, 797 segments (472 miles) have been surveyed by SCAT teams. Of these, 673 segments (401 miles) have been designated "no treatment" or "no further treatment." A total of 124 segments (70 miles) have been identified for further treatment. The Unified Command approved treatment for 112 segments.

Cleanup Operations:

Operations has completed oil cleanup on 37 segments in Makushin and Skan Bays. A preliminary cleanup inspection team, made up of State, Federal, and RP representatives from the Environmental Unit, is inspecting completed segments to determine if the end point criteria have been met. If additional cleanup is needed, the team will recommend Operations to perform additional cleanup. A final inspection team will then visit each cleaned segment and forward their recommendation to the Unified Command for approval. The Unified Command will not sign off the segment without consultation with the land owners which will include ADNR in all cases and the upland owner in many cases where operations have conducted cleanups.

Twenty-three vessels are currently deployed with approximately 236 cleanup response workers (not inclusive of vessel support crews). The work area includes one division in Makushin Bay and one division in Skan Bay. Current plans are to continue manual and mechanical cleanup using heavy equipment. Further details of the cleanup, including oily waste removed from the shoreline, are available on the Unified Command website.

The Unified Command approved the sediment relocation plan on 6/11/05 and the sediment relocation sampling plan on 6/15/05. Five segments have been identified for sediment relocation including two segments near anadromous streams. On 6/15/05, the State identified buffer zones around the two anadromous streams to protect the streams from potential oil impacts from the relocation of the oiled sediments.

Salvage/Removal Status: The RP has provided a wreck removal plan which includes removal of remaining pollutants on board and partial removal of the aft section. This plan was presented by the SOSOC to both Native Stakeholders and the public, at meetings held on 5/25/05. In response to the RP's proposal, the ADEC provided a letter on 6/1/05

supporting partial removal of structures on the wreck provided total removal of the wreck is ultimately sought. Cost proposals from marine salvors for total wreck removal are due to the State no later than 6/24/05. A salvage dive team was brought in to enable cost proposals and their survey of the vessel was completed on 6/11/05. The survey found significant damage to the vessel, considerable soybeans remaining in the vessel holds, but no oil on the bottom around the vessel. The surface of the water in the engine room was covered with a heavy layer of black oil and there is a substantial amount of material in the upper reaches of the engine room that is contaminated with oil.

Fisheries/Subsistence: An ADEC Environmental Health representative is coordinating with Dutch Harbor seafood processors to evaluate seafood products as necessary.

Staffing: 13 State staff (12 ADEC and 1 DNR) are currently in Dutch Harbor. This includes 5 staff in the Incident Command Post providing Incident Management functions and 5 staff in the Incident Command Post doing field inspections or transitioning in/out, 1 vessel-based SCAT team member, and 2 vessel-based cleanup operations monitors. 1 ADEC field monitor fell and dislocated his finger and has returned to Unalaska for medical attention.

SOURCE CONTROL: Unchanged. See previous Sitreps.

RESOURCES AFFECTED: Unchanged. Wildlife search and recovery teams may be activated if required. The protection of cultural and subsistence resources continues to be a high priority for the Unified Command. No additional wildlife impacts have been reported since the commencement of Spring/Summer operations.

FUTURE PLANS AND RECOMMENDATIONS: Shoreline assessment and cleanup operations will continue as weather allows. Crews will continue cleanup operations in segments within Makushin and Skan Bays, and initiate cleanup in the western part of the impacted area. Field cleanup crews are also piling debris for open burn operations in accordance with the approved open burn permit.

MEETINGS: The Native stakeholder meeting was held on 6/15/05 and the next meeting will be held Wednesday, 6/21/05 at 9:30 AM. A public meeting is scheduled for Thursday, June 16, 2005 at 6:30 PM. The Unified Command will inform the public of the meeting via local radio, TV and flyers.

WEATHER: Weather for 6/16/05, SE winds to 20 knots, seas 2-4 feet, cloudy, and temperatures 45-50 degrees. The extended forecast is variable winds, seas 3-10 feet, intermittent rain showers and temperatures from the mid 40s to mid 50s.

UNIFIED COMMAND AND PERSONNEL

F.O.S.C.	:	Captain Mark Devries, USCG
S.O.S.C.	:	Gary Folley, ADEC
R.P.I.C.	:	Jack Gallagher, Gallagher Marine Systems, Inc.
F.O.S.C. Rep	:	LT Meredith Gillman, USCG

FOR ADDITIONAL INFORMATION CONTACT:

ADEC: Public Information: Lynda Giguere (907) 465-5009, cell (907) 321-5491, or Leslie Pearson (907) 269-7543
USCG: Anc. - Darrell Wilson (907) 271-2660.

UNIFIED COMMAND WEBSITE:

Photographs, press releases and other spill information are available at: <http://www.dec.state.ak.us/selendang>

AGENCY/STAKEHOLDER NOTIFICATION LIST

This sitrep has been distributed via email to the Governor's office, ADF&G, ADNRR, SECC, USEPA, USDOJ, NMFS, USFWS, and USFS in addition to the following.

AGENCY	NAME	Sent Via		Telephone	Facsimile
USCG-MSO/ANC	Captain Devries	Fax		271-6700	271-6751
USEPA	Matt Carr/Carl Lautenberger	Fax		271-3616	271-3424
OTHER	NAME	Sent Via	Session/Interim	Telephone	Facsimile
DH Port Director	Alvin Osterback	Fax		581-1254	581-2519
Unalaska Mayor	Shirley Marquardt	Fax		581-1211	581-1695
House 38/Unalaska	Carl Moses	Fax	Anchorage 5/16 - 1/09 Juneau 1/10 - 5/15	269-0275 465-4451	269-0274 465-3445
Senate S/Bethel	Lyman Hoffman	Fax	Bethel/Juneau	465-4453	465-4523