

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 #: 93

SPILL NUMBER: 04259934301

LEDGER CODE: 14142160

TIME/DATE OF INCIDENT: The M/V Selendang Ayu grounded at approximately 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: 1:00 PM July 7, 2005

TIME/DATE OF THE NEXT REPORT: 1:00 PM July 14, 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 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. Approximately 60 thousand tons of soybeans were on board as cargo destined for China.

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/ Pre-Inspection Endpoint Inspection: All SCAT surveys of the 806 segments have been completed. Based on additional shoreline inspections and a review of safety issues, the UC approved 22 segments to be removed from treatment consideration when assessment teams found the segments met end point criteria and/or the segments had access and safety concerns. This leaves a total of 101 segments approved by the UC to be treated.

The following is the status of the segments surveyed:

Total Segments	Total Segments Surveyed	Segments no treatment or no further treatment	Segments Identified by SCAT requiring treatment	Segments approved by UC for treatment
806 (474 miles, 763 km)	806 (100% of total)	683 (85% of total, 404 miles, 650 km)	123 (15% of total, 70 miles, 113 km)	101 (13% of total, 55 miles, 88.5 km)

The following is the status of the segments requiring treatment:

Total segments requiring treatment	Segments treated and submitted for pre-inspection	Total segments pre-inspected	Total segments ready for final landowner inspection	Segments for sediment relocation
101	54	52	41	5

With completion of the initial SCAT survey, the SCAT teams have been renamed the Pre-inspection Endpoint Assessment Team (PEST) and are conducting helo-supported post-treatment inspections of segments prior to landowner inspections. The PEST verifies that cleanup operations were successful in achieving the established

cleanup criteria. If additional cleanup is deemed necessary, the team will recommend what additional measures are appropriate. DEC field monitors together with contractors meet with the teams during inspections to insure discrepancies are corrected. A final inspection team of Unified Command and landowner representatives will then visit each cleaned segment and forward their recommendation to the Unified Command for consideration. Preparations are being made to begin final inspections of segments which the PEST has designated as meeting cleanup endpoint criteria. The initiation of final inspections is an important milestone in the cleanup.

Cleanup Operations:

Cleanup crews have completed work on 48 segments in Makushin Bay, Skan Bay and southwest division areas. Twenty-one (21) vessels are currently deployed with approximately 212 cleanup response workers (not inclusive of vessel support crews). The work area includes divisions in Makushin Bay, Skan Bay and one division in the southwest area. Current plans are to continue manual and mechanical cleanup using heavy equipment. Both mechanical and manual dry tilling treatment are being conducted based on unified field decisions by the Bay Manager, ADEC and USCG field monitors. Further details of the cleanup are available on the Unified Command website.

Salvage/Removal Status: The vessel owners have 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 May 25th. In response to the vessel owner's proposal, the ADEC provided a letter on June 1st supporting partial removal of structures on the wreck provided total removal of the wreck is ultimately sought. A salvage dive team was brought in to facilitate proposals for wreck removal and their survey of the vessel was completed on June 11th. 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. Magone Marine has been retained to cleanup oil remaining in the engine room as well as remove paint and other potentially harmful materials from the sunken bow section. Magone Marine has initiated the cleanup of oil in the engine room and dive work on the bow section.

As requested, proposals for the removal of the wreck were submitted to the State on June 24th. A meeting was held on July 6th in Anchorage with the vessel owner and State representatives to discuss the proposals.

Fisheries/Subsistence: An ADEC Environmental Health representative is coordinating with Dutch Harbor seafood processors to evaluate seafood products as necessary. Sampling of subsistence resources was completed at two locations in Unalaska Bay, on June 23rd to June 26th, in accordance with a plan devised by the Subsistence Work Group. Target species including chiton, sea urchin, and blue mussels were collected. Samples were shipped to the Woods Hole Analytical Lab in Massachusetts for analysis. Samples will be analyzed for polycyclic aromatic hydrocarbons (PAHs) and results compared against health risk criteria developed by the State of Alaska Department of Health. In addition, blue mussels were collected and forwarded to the State's Environmental Health Laboratory for organoleptic testing (sensory evaluation for undesirable test and odor), and testing for paralytic shellfish poisoning (PSP). Analysis results have not been returned.

Wildlife: As of July 6th wildlife recovery Assessment teams and operations collected 1789 oiled bird carcasses. To date, 29 live oiled birds have been captured and sent for rehabilitation to the International Bird Rescue and Research Center, of those, 10 have been released at Whittier. To date, 6 sea otter carcasses including two skeletons (cause of deaths unknown) have been collected.

Soybeans: On-going monitoring of the soybeans on the beach indicates that they are continuing to decompose and be removed from the beach by high tides and occasional storm events.

Staffing: Nine (9) State staff is currently in Dutch Harbor. This includes 4 staff in the Incident Command Post providing Incident Management functions and 2 staff in the Incident Command Post doing helicopter field inspections, and 3 vessel-based cleanup operations monitors.

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 in Makushin Bay, Skan Bay and the western part of the impacted area. Coordinate with State, Federal and private land owners to initiate final inspections of the segments identified as meeting cleanup endpoint criteria.

MEETINGS: The Native stakeholder meeting was held on July 6th and the next meeting will be held July 13th at 9:30 AM. A public meeting is scheduled for July 14 at 6:30 PM.

WEATHER: Weather for July 7th, Winds variable 10 knots, seas 2 ft., no rain, temperatures in the high 50s.

UNIFIED COMMAND AND PERSONNEL

F.O.S.C. : Captain Mark DeVries, USCG
 S.O.S.C. : Tom DeRuyter, ADEC
 R.P.I.C. : Howard Hile, Gallagher Marine Systems, Inc.
 F.O.S.C. Rep : LT Tim Callister, 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, ADNR, 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