

**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 #:** 106

**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:** 1:30 PM, May 22, 2006.

**TIME/DATE OF THE NEXT REPORT:** Situation Reports will be issued weekly on Mondays.

**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 and 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 position is 53° 38' 04" N, 167° 07' 30" W on Unalaska Island between Skan Bay and Spray Cape. This site is approximately 25 miles by air or 50 miles by sea southwest of 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 Surveys of Non-Endpoint Segments:** At the end of the 2005 cleanup season, 26 shoreline segments (25 km) did not satisfy the end-point criteria for cleanup established by the Unified Command. These segments were earmarked for additional assessment and possible treatment this spring. On May 16, 2006, a Shoreline Cleanup Assessment Team (SCAT) consisting of a State, Federal, and Responsible Party representative, began conducting shoreline surveys. As of today, a total of 23 segments have been surveyed. The results of the SCAT surveys indicate that natural forces over the winter have had substantial impact on the shorelines. As a result of natural attenuation, 14 of these segments now meet end-point criteria. In addition, the SCAT team has recommended "no further treatment" as the best course of action at three segments that have not quite met the end-point criteria. The reason for this is that natural forces are effectively scouring these segments and end-point will likely be attained naturally in the near future.

The SCAT team has recommended that additional shoreline treatment be conducted on six of the 23 segments that have been surveyed so far. Treatment was minimal and has already been completed on one of these segments. The SCAT team also conducted reconnaissance surveys at six segments that had attained end-point in 2005. These segments were considered by the Unified Command to have the potential to be impacted by the oil release that occurred in October 2005 when a severe storm caused the stern section of the wreck to shift. No impacts were noted at four of those segments. Touch up, consisting of manual pick-up of scattered tar balls and oiled debris, was recommended at two segments.

**Shoreline Cleanup Operations:** A cleanup crew consisting of 20 primarily local responders, a cleanup manager, and an on-site safety officer, is being mobilized on the vessel *M/V Mt. Mitchell* which is currently in Dutch Harbor. One state and one federal monitor will also be on the *M/V Mt. Mitchell*, which is scheduled to depart Dutch Harbor this evening. Shoreline cleanup work should begin tomorrow morning on the five segments identified for treatment thus far.

**Salvage/Wreck Removal Status:** The State of Alaska has approved a plan submitted by Magone Marine Service, Inc., on behalf of the responsible party, to continue wreck removal operations on the *M/V Selendang Ayu*. The first step will be the dismantling of the engine funnel or "stack". Sections cut loose will be removed with the 150 ton Manitowoc 4000W crawler crane now mounted on the Kashega Barge. The funnel structure and stack piping will be stockpiled in Dutch Harbor to await final disposal ashore. The second step, removal of the engine trunk below the stack, will proceed in much the same manner except that a large percentage of this structure is now below water and will require the use of divers to cut these sections. Diving operations will be conducted from a dedicated dive-boat, the 100 foot *Western Viking*, and will be in accordance with a dive plan approved by the U.S. Coast Guard. During the course of the removal operations, oil spill containment and cleanup equipment will be staged on the Magone vessels. The startup date for this work is weather dependent. Operations will commence as soon as Magone Marine determines that the forecasted extended weather pattern is favorable enough to allow working safely at the wreck location for an extended period.

Support equipment will be landed on the beach to facilitate the retrieval of beached hatch covers. The hatch covers will be patched and pumped dry, if possible, and then air bladders will be strapped on to supplement buoyancy prior to pulling them off the beach. The 25+ ton hatch covers will then be hoisted aboard the Kashega barge for transport to Dutch Harbor. Hatch covers too damaged to pump out will likely be full of sand and gravel and require cutting up on the beach and hauling off in pieces.

At this time, the wreck removal plan does not address removal of the hull section of the stern including the main deck and lower. The new position of the wreckage, steep angles and partial submergence, have created technical and safety issues at this location which is exposed to seas and weather. After completion of the removal actions described above, Magone Marine will evaluate what additional removal actions can be safely accomplished and will submit recommendations for additional work at that time.

**Fisheries/Subsistence:** On April 18, 2006, the State of Alaska Division of Public Health issued a report for the *M/V Selendang Ayu* oil spill entitled *Public Health Evaluation of Subsistence*. According to the report, mussels and other sampled subsistence resources in Unalaska Bay and near the wreck site do not show high levels of petroleum contamination and may be safely consumed. Last summer, tissue samples were collected from black chitons, blue mussels, green sea urchin roe, pink salmon, pacific cod, and a harbor seal. Those samples were analyzed for polycyclic aromatic hydrocarbons (PAHs), a class of chemicals that reflects petroleum contamination. Although the tests indicate that subsistence foods are safe to harvest, health officials provided advice in the report for avoiding health risks near areas oiled from any spill. The entire report can be viewed on the Unified Command Website at: [http://www.dec.state.ak.us/spar/perp/response/sum\\_fy05/041207201/subsistence/Selendang%20Ayu%20subsistence%20report.pdf](http://www.dec.state.ak.us/spar/perp/response/sum_fy05/041207201/subsistence/Selendang%20Ayu%20subsistence%20report.pdf)

In accordance with the recommendations in the public health report, additional mussel samples will be collected in Unalaska Bay and near the wreck site later this month to determine if PAH levels in mussels are changing over time. A team consisting of representatives of Polaris Applied Sciences and the Qawalangin Tribe will collect the samples using methods detailed in the 2005 Sampling Plan.

On September 20, 2005 the ADEC removed the "Threatened Water Body" status designation for State waters in the *M/V Selendang Ayu* spill impact zone between Cape Kovrizhka and Spray Cape (Skan and Makushin Bays). The threatened water body designation required ADEC to impose stricter inspection requirements on fishing vessels, tender vessels, buying stations, and processing facilities. Subsequently, on October 7, 2005, the Alaska Dept. of Fish and Game (ADF&G) re-opened the Makushin/Skan Bay area to all commercial fishing activities. The State of Alaska continues to maintain its "Zero Tolerance Policy" with respect to oil contamination of seafood and will continue inspections as necessary to enforce that

policy.

**Wildlife:** No reports of oiled wildlife were received since the last situation report.

**Staffing:** The Responsible Part has nine staff in Dutch Harbor to manage this season's cleanup activities at the Incident Command Post (ICP) at the Grand Aleutian Hotel. In addition four (4) State staff are currently in Dutch Harbor, serving as SOSC, SCAT, Operations, and Field Monitor. Four (4) federal staff are serving as FOOSC, SCAT and field monitor.

**SOURCE CONTROL:** Unchanged. See previous sitreps.

**RESOURCES AFFECTED:** Unchanged.

**FUTURE PLANS AND RECOMMENDATIONS:** Complete SCAT surveys of the non-endpoint shoreline segments. Three segments have not yet been surveyed. Commence shoreline cleanup operations on the five segments identified for treatment thus far.

**MEETINGS:** A Community Meeting to brief Unalaska residents on the results of the SCAT surveys and ongoing shoreline cleanup actions will be held in the near future. Scheduling is being coordinated with local officials.

**WEATHER:** Cloudy, with low ceiling, Temp 37° F, North wind at 18 MPH

**UNIFIED COMMAND AND PERSONNEL**

R.P.I.C:	Howard Hile, Gallagher Marine Systems, Inc
F.O.S.C:	Capt. Mark DeVries USCG
F.O.S.C. Field Rep:	Lt. Meredith Gillman USCG
S.O.S.C:	Gary Folley, ADEC

**FOR ADDITIONAL INFORMATION CONTACT:**

ADEC: Gary Folley: (907) 581-3363, cell: (907) 359-5194; USCG: Anc. – Sara Francis (907) 271-2660.

**UNIFIED COMMAND WEBSITE:**

Photographs, press releases and other spill information are available at:

[http://www.dec.state.ak.us/spar/perp/response/sum\\_fy05/041207201/041207201\\_index.htm](http://www.dec.state.ak.us/spar/perp/response/sum_fy05/041207201/041207201_index.htm)

**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