

**M/V SELENDANG AYU INCIDENT
WEEKLY WINTER OPERATIONS REPORT**

Report #1

For the Week ending: 25 February 2005

Prepared by: Planning Section

Date Submitted: 26 February 2005

1. OVERFLIGHT RESULTS: For details see attached overflight maps.

Overflights conducted:

Date: 02/20/05

Weather conditions: Fair – MVFR, temp: 39 degrees F, rain and fog, winds: 35 KT

Observations: Overflight conducted on 20 February departing at 1424 by Gary Mauseth (Polaris), Bob Petit (ADEC), Joe Kulp (USCG), and Chris Hall (Polaris). Reported dull and silver sheens in Skan Bay North. Silver sheen reported in Humpback Bay.

Date: 02/23/05

Weather conditions: Fair – MVFR, temp: 34 degrees F, rain showers, winds: 15 KT

Observations: Overflight conducted on 23 February departing at 1220 by Joe Kulp (USCG) and Chris Hall (Polaris). No observable oil was found. Survival kits were placed in PTN – 7 and UDE – 22.

(a) Wreck and wreck area:

The 02/23 overflight observers found the stern section appeared to have settled slightly and some soybeans were observed on deck. The bow is completely submerged but still visible beneath the surface.

(b) Wildlife observations:

No oiled live/dead wildlife observations were made in this period.

2. OTHER REPORTS RECEIVED DURING THE WEEK:

- (a) Reports of oil: See water quality monitoring.**
- (b) Confirmation Action:**
- (c) Removal actions taken: No recoverable oil/No action recommended**
- (d) Samples taken: No**

3. OPERATIONS CONDUCTED DURING THE WEEK

(a) Protective Boom Maintenance:

The vessel JOSHUA performed boom maintenance at five locations, including repositioning boom at PTN-9 (Portage Bay), CNB-13 (Cannery Bay), NGE-1 (Naginak Cove), and HMP-11 (Humpback bay). In each of those locations snare was removed because it was suffering the same ill effects as the boom – being broken and buried by wave and current action. The snare removed was not oiled, an indicator that oil has not been moving in the areas of these booms. A section of boom that had been located but not deployed at NGE-2 (Naginak Cove, no oil present) was removed.

(b) Shoreline response to reported oil:

None noted except as reported in Water Quality Monitoring below

(c.) Water Quality Monitoring and Sampling Program:

The F/V Alaskan Lady completed a sampling survey in Skan and Makushin Bays. A variety of sampling methods detected tarballs, stains, smears and other evidence of oil in both the water column and on the bottom. Tow net encounters were approximately 2.01 tarballs per million gallons sampled (compared to 0.25 tarballs/million gallons in Unalaska Bay during the same time period). Skates of longline with snare attached were placed in various areas on the seafloor and tarballs and smears were encountered in a variety of locations at a range of depths (15 to 105 fathoms). Oil was observed on the snare attached to crab pot lines; however, all crab and cod collected passed inspection and were free of oil contamination. There were seven incidents where tar balls were observed in the vessel's sea strainer.

The F/V Commitment towed in Unalaska Bay on 2/20/05 and 2/22/05. No oil was observed on 2/20 and two small smears were observed on the top net on 2/22. On 2/23, the Passive Sampling Devices were checked and no oil was observed.

Seawater intakes at processors in Unalaska Bay and Akutan continue to be monitored for signs of oil. No contamination has been found since this program began in early January.

Pollock catcher vessels and Pacific cod vessels have been outfitted with pom-pom packs for their RSW tanks and so far there have been no reports of contamination. In response to a report from the Coast Guard that certain fishing vessels had been outfitted with the pom-pom packs but were uncertain of the procedures for using them, additional copies of the fleet advisory have been printed and laminated for wider distribution and posting throughout Unalaska.

On 2/22/05, a beach survey was conducted in Little South America to test the potential utility of this technique in monitoring indicator beaches in Unalaska Bay. Because tow net sampling data seems to have leveled off (no statistically significant change in encounter rate since mid-January), the beach surveys have been proposed as an alternate means for monitoring the bay for any changes in tarball concentration. The 2/22 beach survey resulted in the detection of a number of scattered tarballs ranging in size from a pea to a dollar bill. Tow net surveys in Captain's Bay have shown no oil detection during the past few weeks. This preliminary data suggests that beach surveys might be a more sensitive detection method. Indicator beach segments in Wide Bay, Airport Beach, Summer Bay, Iliuliuk Bay, Dutch Harbor Spit, and Little South America will be surveyed regularly to watch for signs of new tarballs washing ashore. Tarballs that are observed on the beaches will be documented and, if feasible, removed for disposal.

On 2/24/05, the Fisheries Workgroup met and recommended a plan for water quality monitoring in Unalaska Bay through the remainder of the winter operations period. The sampling plan will utilize beach surveys and will call for a decrease in and ultimate cessation of tow net sampling in Unalaska Bay, although tow net capability will remain in place to respond to weather events or significant new oiling observations. Beach surveys will be used to augment the decrease of tow net monitoring.

(e.) Seafood Monitoring:

Seafood inspectors from the DEC-Environmental Health continued their inspection of pollock and cod and declared all product inspected free of oil contamination.

(e.) Other:

Removal of liquid storage containers associated with the lightering from the quarry staging area to shipment staging was conducted with the goal of returning the quarry to its regular owners at the end of the month. Cleaning of the area was conducted. A final inspection will be conducted on Monday, February 28.

4. PROGRESS ON PREPARATIONS FOR SPRING OPERATIONS

(a.) Arrangements have been made with CCI to conduct six HAZWOPER training classes for the training of workers for the spring/summer operations. The classes will be conducted in Unalaska, AK and will be coordinated through the Ounalashka Corporation. Dates will be announced.

(b.) The Nextel Company has been assessing infrastructure requirements for communications in Unalaska beginning on 22 February.

(c.) Bid packages for the purchase of a one-month supply of consumables for the Spring Operations period were received and analyzed (developed and sent out in previous weeks). A vendor has been selected and ordering will commence in the coming week. There is adequate time for delivery and staging.

(d.) Upcoming Milestones: Information from prospective vessels for housing Spring workers has been assembled and the vessels identified to the Coast Guard as a first screening. Review and preparation for contracting continues. At present the capacity identified is adequate with a reserve for attrition as the process proceeds.

5. PERSONNEL DEVELOPMENTS / CHANGES

FOSC(rep.) LT Jerome replaced by PO Joe Kulp
SOSC Bob Mattson replaced by John Bauer
RPIC David Barry replaced by Howard Hile

6. OTHER ITEMS TO REPORT

(a.) Subsistence:

On 2/23/05, a meeting was held with the Qawalangin Tribe to discuss organization of a subsistence workgroup. The meeting discussed membership of the work group, methods to collect and verify subsistence use, and a process to share information with subsistence users. The next meeting is scheduled for March 2, and our goal is to have information available for the Wellness Fair on March 12.

Submitted by:

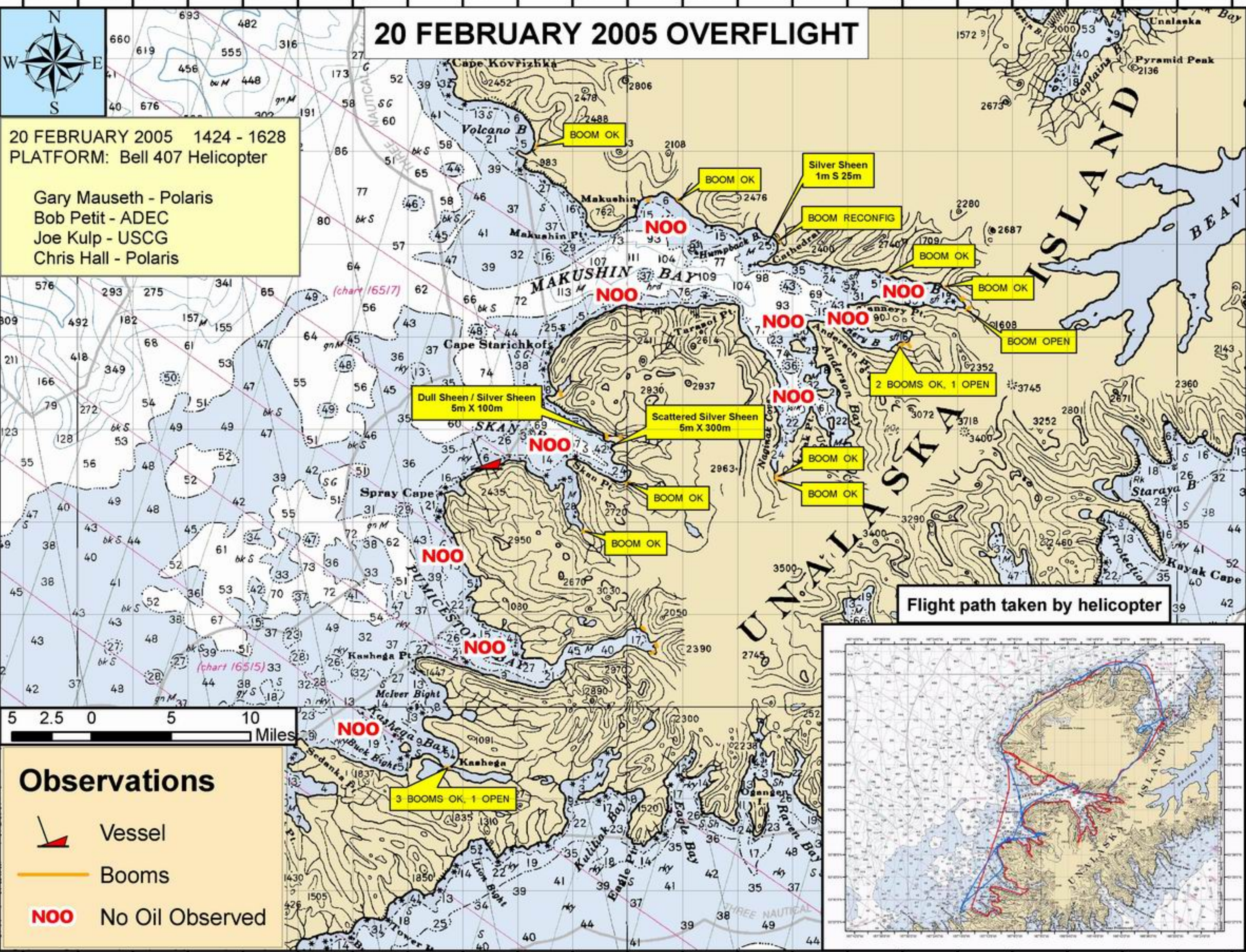
Planning Section / Howard Hile / John Bauer

167°33'0"W 167°27'0"W 167°21'0"W 167°15'0"W 167°9'0"W 167°3'0"W 166°57'0"W 166°51'0"W 166°45'0"W 166°39'0"W 166°33'0"W 166°27'0"W

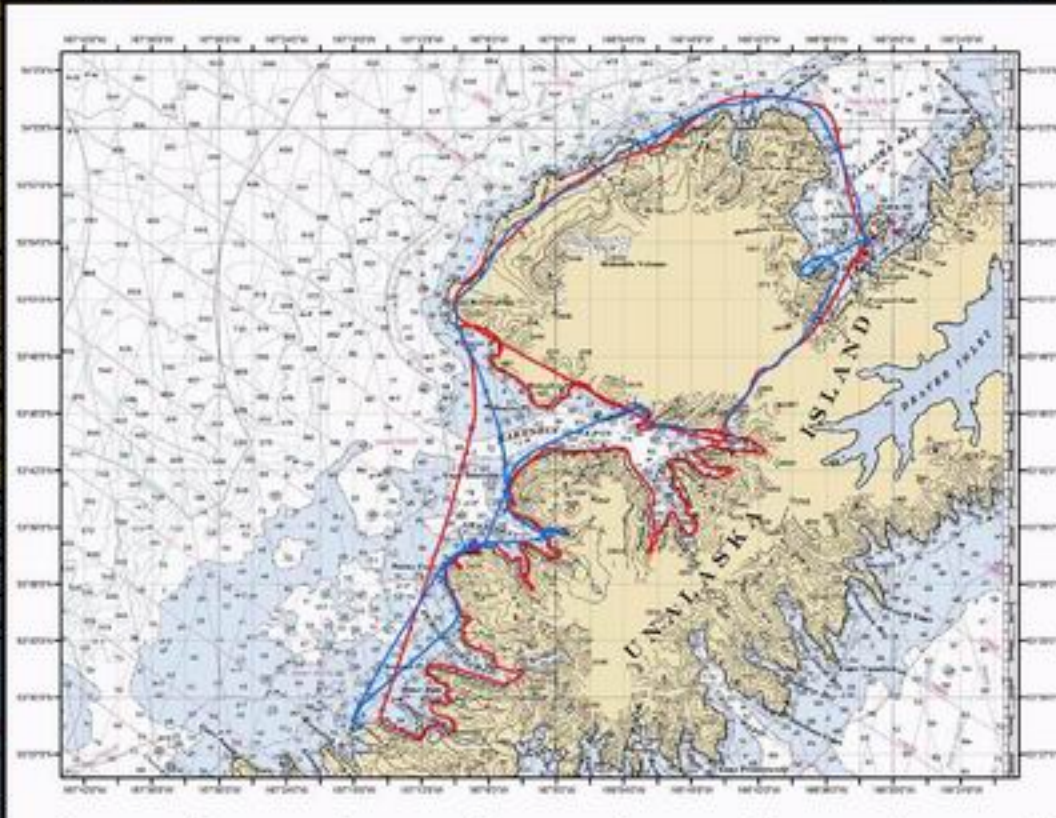
20 FEBRUARY 2005 OVERFLIGHT

20 FEBRUARY 2005 1424 - 1628
 PLATFORM: Bell 407 Helicopter

Gary Mauseth - Polaris
 Bob Petit - ADEC
 Joe Kulp - USCG
 Chris Hall - Polaris



Flight path taken by helicopter



5 2.5 0 5 10 Miles

Observations

- Vessel
- Booms
- NOO** No Oil Observed

167°33'0"W 167°27'0"W 167°21'0"W 167°15'0"W 167°9'0"W 167°3'0"W 166°57'0"W 166°51'0"W 166°45'0"W 166°39'0"W 166°33'0"W 166°27'0"W

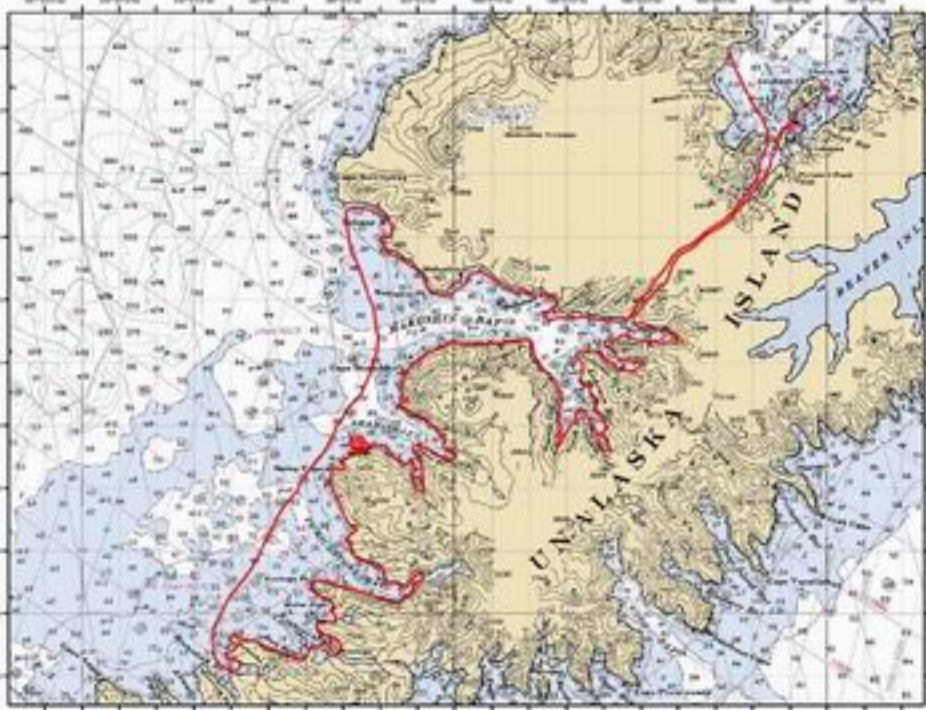
167°36'0"W 167°30'0"W 167°24'0"W 167°18'0"W 167°12'0"W 167°6'0"W 167°0'0"W 166°54'0"W 166°48'0"W 166°42'0"W 166°36'0"W 166°30'0"W 166°24'0"W

23 FEBRUARY 2005 OVERFLIGHT

23 FEBRUARY 2005 1220 - 1710
PLATFORM: Bell 407 Helicopter

Chris Hall - Polaris
Joe Kulp - USCG
Pilot: Ed Serrano

Flight path taken by helicopter

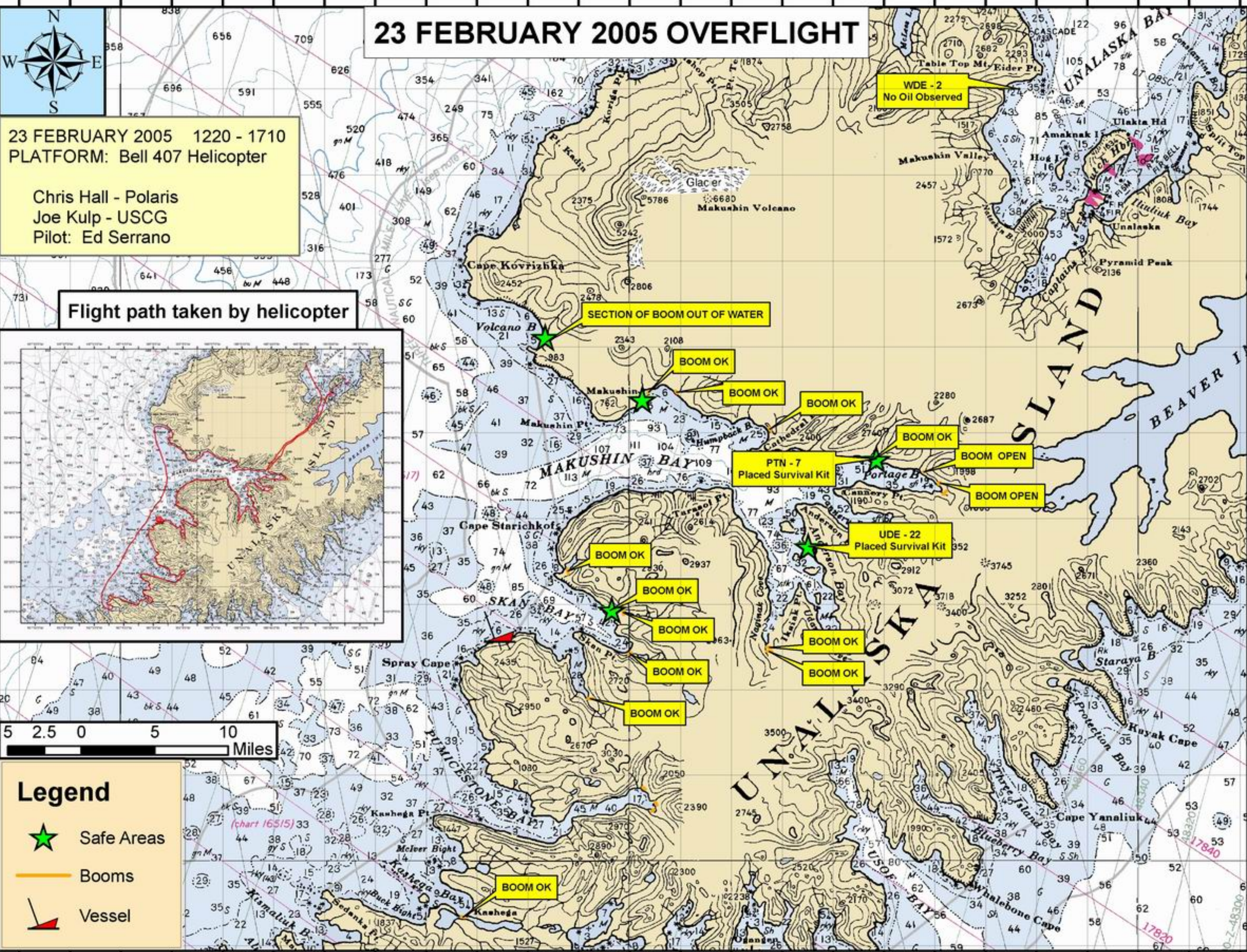


5 2.5 0 5 10 Miles

Legend

- ★ Safe Areas
- Booms
- ⚓ Vessel

167°36'0"W 167°30'0"W 167°24'0"W 167°18'0"W 167°12'0"W 167°6'0"W 167°0'0"W 166°54'0"W 166°48'0"W 166°42'0"W 166°36'0"W 166°30'0"W 166°24'0"W



53°57'0"N
53°54'0"N
53°51'0"N
53°48'0"N
53°45'0"N
53°42'0"N
53°39'0"N
53°36'0"N
53°33'0"N
53°30'0"N
53°27'0"N