M/V SELENDANG AYU INCIDENT
WEEKLY WINTER OPERATIONS REPORT
Report # 6

For the Week ending: Sunday, March 27, 2005
Prepared by: Planning Section
Date Submitted: March 27, 2005
Special Weather conditions (if any):

1. <u>OVERFLIGHT RESULTS</u>:

(a) Overflight: 22 MAR 2005 (1240-1515)

Observers: C. Hall (Polaris), T. DeRuyter (ADEC), R. Bevin (USCG)

WX: Wind N @ 15-20, visibility 3 in snow and snow showers during overflight. Occasional reduced visibility in moderate snow squalls. Temps in high 20's.

OBSERVATIONS:

Flew the pass both out and back. Weather was good VFR with excellent visibility for majority of flight. Flew entire shoreline down to Aspid Cape (ASP003). Areas of moderate snow showers extending from Spray Cape (SPR001) to Cape Starichkof (KFP013) prevented further observation of wreck site on return leg of flight.

Wreck Site:
Selendang wreck site not visibly changed. Next flight will photograph from dead astern to document possible changes in apparent list. Two small patches of light silver sheen were visible in the vicinity of the wreck.

Beach Observations:
(1) Soybean beach at SPR-011 visibly degraded following previous days' N and NW winds. Subsurface milky plume from degrading beans extends from SPR-008 to SPR-014 (near western edge of Skan Bay), and offshore to the wreck and approximately 200-300m north of the wreck location. (See 25 March Overflight map)

(2) Landed at Pumicestone Bay PMN-004 to validate a previous report of beans and bean scum extending into Pumicestone, Kashega, and Kismaliuk Bays. Sampled beach material with SOSC. Material on these beaches is NOT from soybeans; it is shell hash and broken barnacle material. (From the air, its light color can be mistaken for beans.)

(3) An increased amount of floating scum was observed in the southwestern bays (Pumicestone, Kashega, Kismaliuk, Alimuda). From a low hover, no bean or bean husk material was seen in these scum lines. The lines appear to be from the rougher weather and strong North winds.

(4) No floating sheens were observed in any of the bays except in the immediate vicinity of the wreck.

(5) Ice was present in most of the back bays. Snow and ice were observed covering the beaches throughout the impacted area. Two of the protection booms were loose and open. No sheens were visible anywhere near these booms. Information passed on to Operations.

(6) No landing was made at Wide Bay for tarball survey in support of Water Quality Monitoring Program as beach was covered with fresh snow.

(b) Overflight: 25 MAR 2005 (1300-1430)

Observers: C. Hall (Polaris), T. DeRuyter (ADEC), R. Bevin (USCG)

WX: Wind NW 20-25 kts. VFR weather. Snow showers on and off today.

OBSERVATIONS:

Flew the pass both out and back, however returned after Spray Cape due to large area of snow showers approaching from northwest.

Wreck Site:
Flew extensively around wreck site. Vessel appeared to be lower in water at the front end of port side. Numerous photos taken for comparison with previous observations. Tide condition was rising from low tide during flight.

Beach Observations:
(1) Flew higher and wider to map the edges of the milky subsurface bean plume. Plume is heading around corner into Skan Bay, with noticeably fewer beans on beach.

(2) Snow and ice visible on shorelines and on water in bays. All booms intact, though ice visible against the long one in Naginak Cove (NGE-005). No floating sheen visible except two small blooms near wreck site.

(3) No landing was made at Wide Bay for tarball survey due to approaching bad weather.

(c) Overflight: 27 MAR 2005 (1247-1335)

Observers: C. Hall (Polaris), R. Bevin (USCG)

WX during the night of SAT 26 MAR 2005:
Sustained winds W at 30-35 kts, peak gusts 40-45 kts in Dutch Harbor.
Sustained winds WNW at 20-25 kts, peak gusts 40-45 kts Cape Kovrizhka.

WX SUN 27 MAR 2005:
MVFR at Dutch Harbor, with ceilings 800-1000', visibility 3-5 in light rain, snow, and mist. Winds from SW 10-15 kts, peak gusts 30 kts during flight. Light turbulence for entire route of flight.

OBSERVATIONS:
Attempted surveillance overflight following high winds during previous night. Unable to use the pass due to reduced ceiling and visibility in snow and rain. Began long route around island. Ceiling and visibility dropped rapidly after rounding Cape Cheerful. Unable to continue past Cape Wislow (DFT-027). Flight returned to Dutch Harbor.

Prior to landing, directed flight to the shoreline just N of Princess Head, between Priest Rock and Constantine Bay (CNS-009). Purpose of flight to verify reported sighting of oil / mousse in water made by local person from commercial airplane. Material in water was not oil; it was erosion runoff from the steep bluff immediately adjacent to shoreline. The brown-colored material was clearly visible in the water, with foam and scum on the water surface. No oil or sheen was observed anywhere in this area. Closely inspected floating scum and nearby convergence lines. No oil, sheen, or soybean material was observed in any of the floating scum and convergence lines.

2. OTHER REPORTS RECEIVED DURING THE WEEK:

Reports of oil:
Received a report of oil or mousse in the water just N of Princess Head between Priest Rock and Constantine Bay (CNS-009).

Reported by: A local resident on inbound commercial flight
Dates Reported: 25 and 26 MAR 2005

Description:
Person reported oil in water at above location. USCG H65 helicopter found no oil on evening of FRI 25 MAR 2005. Person called again evening of SAT 26 MAR 2005 to check status of report. Location taken and worked into flight plan for SUN 27 MAR overflight. Observers found the location, an area of brown-colored material clearly visible in the water with foam and scum on the water surface. Material in water is erosion runoff from steep bluff at back or bay. No oil or sheen was observed anywhere in this area. Closely inspected floating scum and nearby convergence lines. No oil, sheen, or soybean material was observed in any of the floating scum and convergence lines.

3. OPERATIONS CONDUCTED DURING THE WEEK:

(a) Protective Boom Maintenance: Boom in SKN-004 (Steep drop, fast moving stream) has been reported by overflight to have broken loose. Will send a maintenance crew to re-attach as soon as weather and/of helicopter flights allow.

Second boom that has been reported to have broken loose is located in KSB-007. This is a secondary boom located upstream from the primary containment boom. Will address as noted above.

b) Shoreline Response to reported oil: None at this time

(c) Equipment Maintenance: None at this time

4. <u>WATER QUALITY MONITORING</u>:

The last Pollock Processor finished on 2/25/05. All water quality monitoring activities ended on that date.

<u>Tow Net Observations</u>:
No net tows were conducted this week.

<u>Passive Sampling</u>:

All sampling sites were checked; no oil found, all sampling devices have been removed.

Water Intake Sampling – Processors: No oil found, all sampling devices removed.

<u>Commercial Fish Inspections</u>:
Inspections continued until completion of the Pollock processing; no oil found.

<u>Shoreline Surveys</u>:

All beaches scheduled for routine inspection were surveyed this past week, they include: Wide Bay, Airport Beach, Little South America Beach, Front Beach, Spit Beach and Summer Bay.

9 tar balls were found on Little South America Beach and 5 tar balls found on Wide Bay Beach

5. <u>SUBSISTENCE WORKING GROUP</u>:

Preparations continue for the community event 8-9 April. Owners of M/V SELENDANG AYU are assisting the Group by helping defray the costs involved in holding the event.

6. <u>PROGRESS ON PREPARATIONS FOR SPRING OPERATIONS</u>:

(A) Vessels: Charter terms have been completed for two major berthing vessels (102 berths). Terms have been substantially agreed for two additional berthing vessels to provide a total of 150 berths on the major berthing vessels. Charter negotiations on seven smaller berthing vessels near completion. Negotiations for charters on two vessels for boat-based SCAT teams have been substantially concluded.

Charter negotiations on barges and other support craft remain in progress.

(B) Communications: The installation of antennae to improve cell service between and to the western bays will be delayed until near the end of April by late arrival of equipment. Application for permits and other work continues.

(C) HAZWOPER Training: The first course (28 March to 1 April) is underway. One further course is scheduled for 4 to 8 April with 26 trainees enrolled.

(D) Other Equipment:

5. <u>PERSONNEL DEVELOPMENTS / CHANGES</u>:

Jack Gallagher has relieved Howard Hile as RP Incident Commander for the week of 27 March.

6. <u>OTHER ITEMS TO REPORT</u>:

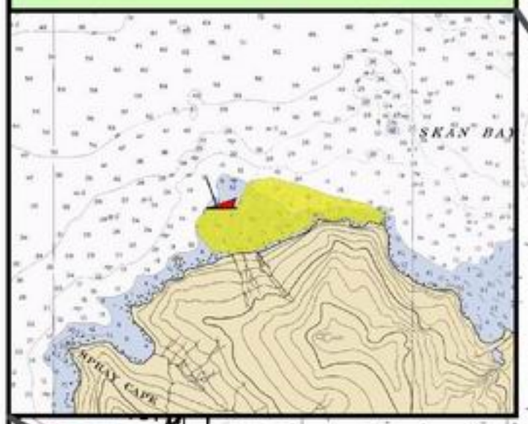
Submitted by:

Jack Gallagher, RPIC / Tom DeRuyter, SOSC

22 MARCH 2005 OVERFLIGHT

22 MARCH 2005 1235 - 1511
PLATFORM: Bell 407 Helicopter

Chris Hall - Polaris
Tom Deruyter - ADEC
Ryan Bevins - USCG



BOOM OK
BOOM OK
BOOM OK
BOOM OK
BOOM OK
ALL 3 BOOMS OK
BOOM OK
BOOM OK
BOOM OK
BOOM OK
OTHER 2 BOOMS OK
BOOM OPEN
BOOMS OK

Milky Subsurface plume from bean degradation

BOOM OPEN
OTHER 2 BOOMS OK

Flight path taken by helicopter

Note: Back Bays were iced over.
All shorelines were covered in snow.

Legend

MV Selendang Ayu

Safe Areas

No Survival Kits

Survival Kits Present

Boom_032205

5 2.5 0 5 10 15 Miles

25 MARCH 2005 OVERFLIGHT

Note: Back Bays were iced over.
All shorelines were covered in snow.

Legend

MV Selendang Ayu

Safe Areas

No Survival Kits

Survival Kits Present

Boom_032505

BOOM OK

BOOM OK

BOOM OK

ALL 3 BOOMS OK

BOOM OK

BOOM OK

BOOM OK

BOOM OK

OTHER 2 BOOMS OK

BOOM OPEN

BOOMS OK

Milky Subsurface plume from bean degradation

Flight path taken by helicopter

25 MARCH 2005 1255 - 1430
PLATFORM: Bell 407 Helicopter

Chris Hall - Polaris
Tom Deruyter - ADEC
Ryan Bevins - USCG

3 1.5 0 3 6 9 Miles

27 MARCH 2005 OVERFLIGHT

Flight discontinued due to weather.

Reported oil sighting in CNS-009.
No oil observed. Material in water is erosion runoff from bluff and foam/ scum on surface. No oil, sheen, or soybean material was observed in water and nearby convergence lines.

Unable to use the pass due to low ceiling / visibility.

27 MARCH 2005 1247 - 1335
PLATFORM: Bell 407 Helicopter

Chris Hall - Polaris
Ryan Bevin - USCG

Legend

Flight Path

2.5 1.25 0 2.5 5 7.5 Miles