

# F/V Mar-Gun Proposed Place of Refuge Plan

April 27, 2009

## **PURPOSE:**

This plan is to identify a proposed place of refuge to take the F/V Mar-Gun after removal from the north shoreline of St. George Island.

## **VESSEL CONDITION:**

The F/V Mar-Gun is a trawl fishing vessel with the following specifications:

- 110 foot length of vessel
- 105 foot length at waterline
- 30'6" width
- 12 foot draft fully laden

The vessel is currently aground on the north side of St. George Island and in the following condition:

- Diesel fuel, lube oil and other liquids have been removed with the exception of 200 to 350 gallons of diesel that will be on board to power the vessel's generators. During vessel recovery operations, the generators will provide power to operate the trawl winches used to pull the vessel from the shoreline, and while the vessel is being towed, will power the air compressors to keep water out of areas that are unable to be repaired.
- All of the critical issues have been addressed. Patches welds have been applied to cracks in the forward section of the hull. A patch is being welded on the number 3 port wing tank, which had the worst breach. There are cracks in the shaft alley area; which will be dealt with by sealing the area and filling it with air to keep water out.
- After the vessel is pulled from the shore, it will be evaluated, including inspection by a diver who will make repairs as necessary.
- Before the vessel is towed into a place of refuge it will be evaluated.

## **PLACE OF REFUGE:**

Alternatives:

1. Port of Dutch Harbor at Magone Marine Services, Inc. dock has been identified as a potential place of refuge. Dutch Harbor offers a safe harbor with a good entrance to bring the vessel into port and on shore facilities to provide final repairs to the hull. Dutch Harbor is the largest port in the Aleutians and supports fishing vessels and freighters. The Port has been used as a place of refuge in previous vessel incidents. There are sensitive resources in the area. Dutch Harbor is approximately 250 miles from St. George Island.

2. Four locations on St. George Island have been previously identified as potential places of refuge (29-D, 30-D, 31-D, 80-S from the state pre-identified places of refuge documents). While close by, these locations are either exposed or are difficult to bring the vessel into the protected area. There are sensitive resources in the area including marine mammals, subsistence areas, cultural and birds.
3. Four locations on St. Paul Island have been previously identified as potential places of refuge (25-D, 26-D, 27-D, 79-S from the state pre-identified places of refuge documents). St. Paul Island is approximately 40 nautical miles from St. George Island. St. Paul Island provides a more protected harbor with better access than St. George, but it does not provide as extensive onshore facilities as Dutch Harbor to provide final repairs to the hull. There are sensitive resources in the area including marine mammals, subsistence areas, cultural and birds.

The salvors have proposed the following:

- Dutch Harbor as the preferred place of refuge
- the lee side of St. George Island (depending on wind direction) as a temporary place of refuge
- St. Paul Harbor as the alternative if St. George is not an acceptable temporary place of refuge.

#### **PLACES OF REFUGE SCENARIOS:**

Vessel transit to the backup or selected place of refuge is described in the following scenarios. At this point there are several variables, such as:

- weather
- sea state
- unanticipated vessel condition
- unanticipated stability issues,
- sensitive resources
- and others

These will determine the safest and best course of action to minimize additional damage to the St. George area. The salvor will make the decision at the time of removal as to the safest and best course of action.

#### Scenario 1

The vessel is refloated and towed from the grounding site to Dutch Harbor. There are no unanticipated vessel or stability issues, and the weather allows safe passage to Dutch Harbor. The vessel is towed by the M/V Redeemer to the Magone Marine dock at Dutch Harbor. The transit time is expected to be about four days.

#### Scenario 2

The vessel is refloated and the sea state prevents the vessel from immediately transiting to Dutch Harbor. There are no unanticipated vessel or stability issues. The vessel is towed to the lee side of St. George Island to wait for improved sea states to allow safe passage to Dutch Harbor.

### Scenario 3

The vessel is refloated and sea state prevents the vessel from immediately transiting to Dutch Harbor. There are no unanticipated vessel or stability issues. The weather forecast and sea state are not favorable for leaving the vessel on the lee side of St. George. The vessel is towed approximately 40 miles to St. Paul Island to wait for improved sea states to allow safe passage to Dutch Harbor.

### Scenario 4

The vessel is refloated and there are unanticipated vessel or stability issues that prevent the vessel from immediately transiting to Dutch Harbor. The vessel is towed approximately 40 miles to St. Paul Island to conduct repairs prior to transiting to Dutch Harbor. The vessel will be either brought into the dock or held on the lee side of the island depending on weather and status of the vessel.

### **TRANSIT TO DUTCH HARBOR**

The Mar-Gun will transit directly from St. George to Unalaska Island and enter Dutch Harbor. The transit time is expected to take about four days. The salvor will assess the vessel and receive approval from the Port of Dutch Harbor to move the vessel to the port. After reaching Dutch Harbor, the vessel will be tied up at the Magone Marine dock. The vessel will be docked at a location to avoid impeding local marine commerce. The salvor will deploy containment boom around vessel to control any discharges from the vessel.

There are no emergency places of refuge along the transit route from St. George to Dutch Harbor.