

| Tank | Total Capacity (Gal) | Estimated Product (Gal) ² | | Pumped Last (Date) | Product Recovered (Gal) |
|---------------------------------|-------------------------|--------------------------------------|---------------------------|-----------------------|----------------------------|
| | | Minimum | Maximum | | |
| 1 Starboard Wing | 9,618 | 2,255 | 2,764 | 4/28/2010 | 6,600 |
| 2 Starboard Wing | 13,975 | 1,409 | 6,141 | 5/1/2010 | 13,100 |
| 3 Starboard Wing | 13,428 | 166 | 2,523 | 5/6/2010 | 2,600 |
| 4 Starboard Wing | 15,032 | 3,679 | 3,679 | 5/13/2010 | 18,800 |
| 1 Port Wing ⁷ | 9,617 | Not Assessed ¹ | Not Assessed ¹ | | 23,700 |
| 2 Port Wing ⁸ | 13,976 | Not Assessed ¹ | Not Assessed ¹ | | 21,100 |
| 3 Port Wing | 13,427 | Not Assessed ¹ | Not Assessed ¹ | | 7,100 |
| 4 Port Wing | 15,026 | Not Assessed ¹ | Not Assessed ¹ | 5/18/2010 | 13,000 |
| 1 Starboard Bottom ³ | 9,575 | 2 | 569 | 5/8/2010 | ~0 |
| 2 Starboard Bottom ⁵ | 19,636 | 579 | 12,125 | 5/12/2010 | ~0 |
| 3 Starboard Bottom | 10,587 | 1,206 | 1,285 | 5/15/2010 | 700 |
| 1 Port Bottom | 9,575 | 754 | 1,619 | 5/9/2010 | 2,800 |
| 2 Port Bottom | 19,643 | 2,320 | 2,774 | 5/11/2010 | 11,300 |
| 3 Port Bottom | 10,587 | 372 | 724 | 5/16/2010 | |
| Overhead spaces ⁶ | - | - | - | 5/25/2010 | 25,500 |
| TOTAL | 183,702 | 12,742 | 34,203 | | 146,300⁴ |

Information current as of 5/28/2010

1: Product estimates have not yet been completed for Port Wing Tanks

2: Product estimates are based on a computer model of the vessel corresponding to a drill survey for product conducted by

3: Volume removed from the 1 starboard bottom tank was minimal, the volume is included in the listed quantity recovered from the 1 port bottom tank

4: Water contamination is present in the fuel recovered, this number represents an estimation of the oil volume. The actual volume will be determined at the completion of the project.

5: Vessel assessment identified hull damage at this tank. Fuel was found in the tank but was captured during vent patching and oil recovery from overhead spaces.

6: Oil that had leaked from tanks but was still trapped within the vessel. This product is both **bunker oil and other petroleum products** found onboard the vessel. A new estimation of the percentage of oil versus water recovered was provided on May 20 causing this volume to increase substantially. This number remains an estimate.

7: Total volume recovered from this tank includes oil recovered from other sources. Oil volumes from the sources cannot be separated.

8: Total volume for #2 Port Wing tank includes a significant volume of oil recovered from the After Engine Spaces. Oil volumes from these two sources cannot be separated.

