

**ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION**  
**Division of Spill Prevention and Response**  
**Prevention and Emergency Response Program**

**SITUATION REPORT**  
**As of 11:00 AM on March 17, 2010**

**INCIDENT NAME:** Princess Kathleen

**SITREP #:** 5

**SPILL NUMBER:** 10119904701

**LEDGER CODE:** 14284160

**TIME/DATE OF SPILL:** The *SS Princess Kathleen* grounded and sank off Point Lena on September 7, 1952.

**TIME/DATE OF SITUATION REPORT:** 2:00 PM on March 19, 2010

**TIME/DATE OF THE NEXT REPORT:** 2:00 PM on March 23, 2010

**TYPE/AMOUNT OF PRODUCT SPILLED:** The total volume of number 6 bunker oil onboard the vessel at the time of sinking is unknown. The volume of bunker and other oils that remains on the ship is currently unknown.

**LOCATION:** Point Lena, Favorite Channel, north of Juneau, Alaska.

**CAUSE OF SPILL:** The vessel grounded on Point Lena and suffered damage to the forward-most section of the bow. As the tide came in, the vessel flooded from the stern and slid off the point. The vessel now sits at an angle on its port side at a depth ranging from 52 feet at the bow to 134 feet at the stern. Recently, increases in the frequency of sheen being reported in the area were investigated and traced to the *Princess Kathleen*, possibly indicating a change in the vessel's condition.

**POTENTIAL RESPONSIBLE PARTY (PRP):** Undetermined

**RESPONSE ACTION:** The *Princess Kathleen* has two types of fuel tanks, wing tanks and bottom tanks. Wing tanks are tanks that sit along the side of the hull. A bottom fuel tank is fuel storage between the hull of the ship and a second inner barrier placed somewhat higher in the vessel. (See the graphic on page 3 depicting the two types of fuel tanks.)

On Thursday, March 18, 2010, Global Diving & Salvage, Inc. (Global) began checking for fuel in the starboard wing tanks. Holes are drilled at various levels to determine the water-oil interface within the tanks. Global is using drills that make threaded holes which are immediately sealed with bolts and neoprene washers after the presence or absence of fuel is noted. Fuel was found within all four of the starboard wing tanks. Engineers are still determining the volume based on the level of fuel found in each tank.

Global has completed the ultrasound assessment of the hull along the starboard wing tanks. The outer hull plating near the wing tanks is reported to be in good condition but there is corrosion of the rivet heads holding the hull together. Global is continuing ultrasound assessment work and will begin measuring the condition of the hull along the starboard bottom tank. After the external hull has been assessed for corrosion, Global will measure the thickness of the internal walls of the starboard fuel tanks. The steel plating used for the interior walls of the wing tanks is generally thinner than the hull plating and may be more susceptible to corrosion.

The port side wing and bottom tanks are inaccessible from the outside because of the way the *Princess Kathleen* is laying. Global has identified a route into the boiler room, but has not yet entered the room. Divers have been in the engine room onboard the *Princess Kathleen* and report it is clear of debris and silt. Though divers have access to both the boiler and engine room, for improved access and greater diver safety, Global will cut two direct access

holes through the hull into the two areas. Global will remove 4-foot by 4-foot sections of the plating to gain access. These sections of plating will be welded back in place upon the completion of the project.

The Unified Command traveled to Point Lena during media availability on March 18. Three members of the Juneau press attended.

**SOURCE CONTROL:** None at this time.

**RESOURCES AFFECTED:** There have been no reports of recent impacts to wildlife or the shoreline. The *Princess Kathleen* is of historic significance and is listed as a historic shipwreck by the State of Alaska Office of History and Archeology.

**FUTURE PLANS AND RECOMMENDATIONS:** Divers will continue work to ultrasound the vessel hull and internal structures. The dive crew continues to measure fuel levels in the fuel tanks that are immediately accessible. Once complete, an engineering firm will use the information supplied by Global divers and historic ship plans to present the Unified Command with current fuel volume estimates.

**WEATHER:** Today: Cloudy with rain and snow in the morning changing to rain in the afternoon. East wind 10 to 20 mph. Tomorrow: Mostly cloudy with a chance of rain and snow in the morning. Winds becoming northeast 15 mph in the afternoon.

**UNIFIED COMMAND AND PERSONNEL:**

Incident Commander:

F.O.S.C. : Capt. Melissa Bert, USCG

S.O.S.C. : Scot W. Tiernan, ADEC

**FOR ADDITIONAL INFORMATION CONTACT:** Scot W. Tiernan, ADEC, (907) 465-5378 or the JIC officers at 463-2065.

Photographs and other spill information are available for viewing on the Unified Command website: [www.dec.state.ak.us/spar/princesskathleen](http://www.dec.state.ak.us/spar/princesskathleen)

**AGENCY/STAKEHOLDER NOTIFICATION LIST**

This sitrep has been distributed to the following agencies and stakeholders. The situation report was also distributed to the various agency staff listed on the standard distribution list. The receiving agencies listed in the standard distribution list includes: Governor's office, Senator Begich's office, ADF&G, ADNR, SECC, EPA, DOI, NMFS, USFWS, and USFS.

Agency/ Stakeholders	Name	Sent Via	Additional Info	Telephone	Fax
Senate Dist. B	Senator Dennis Egan	Fax sessio	n	465-4947	465-2108
House Dist. 3	Representative Beth Kerttula	Fax sessio	n	465-4766	465-4748
House Dist. 4	Representative Cathy Munoz	Fax sessio	n	465-3744	465-2273
USCG (Sector Juneau)	Capt. Melissa Bert	Email Melissa.b	ert@uscg.mil	463-2836	
USCG (Sector Juneau)	Lt. Latarsha McQueen	Email Latar	sha.s.mcqueen@uscg.mil	463-2835	463-2445
USCG (Sector Juneau)	Cdr. Matt Jones	Email	Matt.n.jones@uscg.mil	463-2452	
USCG (Sector Juneau)	Cdr. Kurt Clarke	Email	Kurt.a.clarke@uscg.mil	463-2475	
USCG (Sector Juneau)	MSTC James Highfill	Email Jam	es.L.Highfill@uscg.mil	463-2461	
USDA Forest Service -	District Ranger	Email	pgriffin@fs.fed.us	789-6244	586-8808

Juneau Ranger District	Pete Griffin				
USDA Forest Service - Tongass Env. Engineer	Michele Marie Parker	Email mmp	arker@fs.fed.us	772-5850	772-5896
USDA Forest Service - Admiralty Island National Monument	District RangerMarti Marshall	Email mmmar	shall01@fs.fed.us	789-6202	
NMFS	Jon Kurland	Email	Jon.kurland@noaa.gov	586-7638	586-7358
ADF&G	Joe Hitselberger	Email	Joe.Hitselberger@alaska.gov	465-4346	465-4759
Douglas Indian Association	Doug Dobyns, Environmental Planner	Email D	ougDobyns@yahoo.com	364-2916	364-2917
Central Council Tlingit and Haida Indian Tribes of Alaska	L. Knight	E-mail	LKnight@cchitha.org		
City and Borough of Juneau	Manager Bruce Botelho	E-mail city	clerk@ci.juneau.ak.us	586-5240	586-5385
SEAPRO Dave	Owings	Email	Dave@seapro.org		
SEAPRO Cheryl	Fultz	Email	Cheryl@seapro.org		



Scot Tiernan, State On-Scene Coordinator, (left) and Capt. Melissa Bert, Federal On-Scene Coordinator, (right) speak with a member of the Juneau media during the media availability trip to Point Lena on March 18, 2010. Photo by USCG.

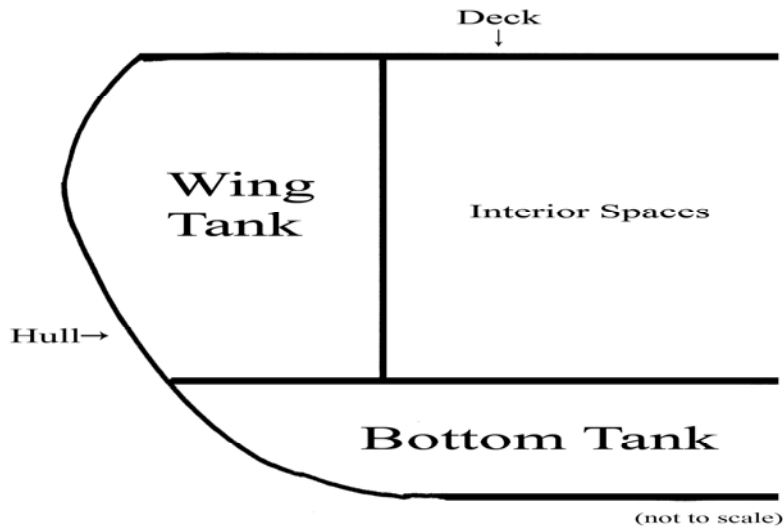


Diagram of the two types of tanks present onboard the *Princess Kathleen*. Graphic by ADEC.