

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

**SITUATION REPORT**  
**As of 10:00 AM on April 2, 2010**

**INCIDENT NAME:** Princess Kathleen

**SITREP #:** 9

**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 April 2, 2010

**TIME/DATE OF THE NEXT REPORT:** 2:00 PM on April 6, 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 a total of 14 bunker oil tanks; six bottom tanks and eight wing tanks (please see diagram below). Global Diving & Salvage Inc. (Global) completed assessing the volume of fuel contained within the six bottom tanks and four starboard wing tanks on March 29, 2010. Assessment of the four port wing tanks was delayed because the vessel is lying on its port side preventing access to the tanks through the hull. On Wednesday, March 31, Global identified an access route to the top of all four port wing tanks from within the vessel. Concerns of dislodging oil trapped within the vessel prevented further work on the port wing tanks until temporary patches can be installed over the starboard portholes.

Global began installing patches over the portholes on April 1 and completed the task during the morning of April 2.

During diving operations on April 1, a Global diver working in the area of the port wing tanks encountered a grease-like substance that coated the diver's equipment. The source of the "grease" has not yet been identified. A sample of the substance was collected and sent for analysis. Divers will not work in the area of the port wing tanks until the analysis is completed and the substance is identified as not hazardous to the divers.

Based on the assessment completed thus far, there is an estimated 14,000 – 34,000 gallons of bunker oil in the starboard wing tanks and bottom tanks. Please visit the Unified Command website at [www.dec.state.ak.us/spar/princesskathleen](http://www.dec.state.ak.us/spar/princesskathleen) for information about the process used to estimate fuel volume and an explanation of why the estimated volume is presented as a range.

The Unified Command has decided to remove bunker oil from the vessel based on the current volume estimates and the environmental risk it represents. Because bunker oil is very viscous at low temperatures, Global will use a method called hot tapping to remove fuel from the *Princess Kathleen*. A hot water heat exchanger will be temporarily inserted in the tanks, through an opening cut in the tank. The bunker oil is then heated directly around a

suction hose installed in a second opening cut into the tank. The heated oil will be pumped from the tank and re-circulated back to the tank to heat all of the oil within. Once the oil is sufficiently warmed, it will be pumped into a barge moored above. Foss Maritime Company (Foss) has been contracted to provide a barge, certificated by the Coast Guard to carry bunker oil, to receive oil from the *Princess Kathleen*. The barge departed Seattle on April 1 and is en route to Lena Point.

The Unified Command has been working closely with the State and federal resource agencies throughout this incident to identify environmentally sensitive areas. With the decision to remove fuel, the Unified Command and the Southeast Alaska Petroleum Resource Organization (SEAPRO) will maintain pre-positioned boom near sensitive areas as a precaution in the unlikely event of a release. SEAPRO has been maintaining containment boom lined with adsorbent snare deployed to the north of the *Princess Kathleen* since the dive assessment began. Additional booming will likely be deployed around the barge during the hot tapping operation.

The Unified Command held an open house on April 1 to meet with the interested public to discuss the results of the dive assessments and future plans. The event was held at the Douglas Island Pink and Chum (DIPAC) center and over 40 people were in attendance.

**SOURCE CONTROL:** Global has begun installing temporary patches over the exposed starboard portholes to prevent oil trapped within the vessel from escaping. Global will use suction wands to remove the trapped oil before removing the patches and restoring the *Princess Kathleen* to its pre-assessment state.

**RESOURCES AFFECTED:** There have been no reports of 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:** Global will continue assessment work on the port wing tanks now that an access route has been identified within the vessel.

Fuel removal will commence once Foss's barge and other necessary equipment are onsite. Transit of the barge is estimated to take approximately 5 days from Seattle.

**WEATHER:** Today: Mostly sunny with north winds 20 knots diminishing in the afternoon, seas 4 feet. Tomorrow: Rain with north winds 15 knots and seas 3 feet.

**UNIFIED COMMAND AND PERSONNEL:**

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 JIC officers at 463-2065.

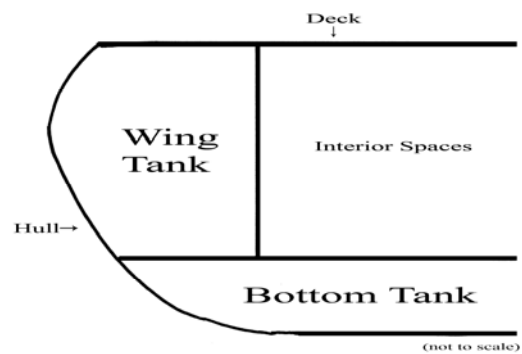
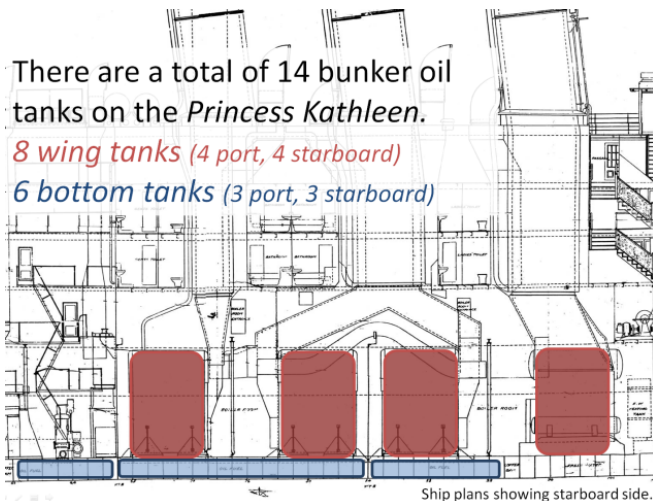
Photographs and other spill information are available for viewing on the Unified Command website: [www.dec.state.ak.us/spar/princesskathleen](http://www.dec.state.ak.us/spar/princesskathleen)

**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, ADNDR, SECC, EPA, DOI, NMFS, USFWS, and USFS.

Agency/ Stakeholders	Name	Sent Via	Additional Info	Telephone	Fax
Senate Dist. B	Senator Dennis Egan	Fax	session	465-4947	465-2108
House Dist. 3	Representative Beth Kerttula	Fax	session	465-4766	465-4748

Agency/ Stakeholders	Name	Sent Via	Additional Info	Telephone	Fax
House Dist. 4	Representative Cathy Munoz	Fax	session	465-3744	465-2273
USCG (Sector Juneau)	Capt. Melissa Bert	Email	Melissa.bert@uscg.mil	463-2836	
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SEAPRO	Cheryl Fultz	Email	Cheryl@seapro.org		



Two images depicting the fuel tank types and locations onboard the *Princess Kathleen*.