



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

CHANGES FROM PREVIOUS SITREPS ARE DENOTED IN RED

## F/V *Fate Hunter* Grounding

SITREP #: 2

SPILL #: 13229922301

TIME/DATE OF DISTRIBUTION: 2:00 p.m., August 14, 2013

POTENTIAL RESPONSIBLE PARTY (PRP): Kelly Smotherman

INCIDENT LOCATION: Approximately 7 miles west of Valdez, and less than a mile east of Shoup Bay, in Port Valdez (Lat/Long: 61.1224, -146.5602)

TIME/DATE OF SPILL: 5:30 a.m., August 11, 2013

HOW/WHEN SPILL WAS DISCOVERED: At 5:33 a.m., August 11, 2013, the U.S. Coast Guard (Coast Guard) received a report from the fishing vessel *Fate Hunter* that it had run aground. The Coast Guard reported the grounding to ADEC at 7:23 a.m., August 11, 2013.

TYPE/AMOUNT OF PRODUCT SPILLED: The owner of the *Fate Hunter* estimates that 1,500 gallons of diesel fuel, 300 gallons of hydraulic oil and 100 gallons of lube oil were on board the vessel when it ran aground. The amount spilled is unknown at this time. **No sheen has been observed since August 12.**

CAUSE OF SPILL: The 65-foot steel-hulled fishing tender was returning to Valdez after taking 150,000 pounds of salmon on board, when it ran aground. The cause of the grounding is unknown at this time and is being investigated by the Coast Guard.

SOURCE CONTROL: The vessel has been secured to the shore with lines. Containment boom has been deployed around the vessel and the fuel vents have been secured. **Additional boom has been deployed around the vessel.**

RESPONSE ACTION: There were four people on board the *Fate Hunter* at the time of the grounding. A nearby fishing vessel, the *Akemi*, picked them up at 7:00 a.m. on August 11 and returned to Valdez. No injuries have been reported.

**ADEC and Alaska Chadux (Chadux) personnel conducted a site visit on August 13, during which no sheen was observed in the vicinity of the vessel. Dive surveys have been conducted to assess the condition of the vessel along with the ocean bottom on which the vessel rests. Based on these surveys, Chadux and Global Diving and Salvage (Global) have determined the safest option for removing the fuel, hydraulic and lube oils is to conduct defueling operations while the vessel remains at its current location. Chadux and Global are working with state and federal agencies to develop a defueling plan.**



**RESOURCES AFFECTED:** There has been no report of impacts to wildlife at this time. The area is habitat to over 20 species of birds. Sea otters may also be present. The shoreline at the grounding location is steep rock cliff.

**FUTURE PLANS AND RECOMMENDATIONS:** The responsible party, Global and Chadux are working together with state and federal agencies to develop plans to remove potential pollution threats, remove the fish cargo and recover the *Fate Hunter*. Work plans will be reviewed by ADEC and the Coast Guard.

**WEATHER:** Currently, variable winds 10 knots; seas 2 feet. Tonight and tomorrow, variable winds less than 10 knots and seas 2 feet with patchy fog.

**UNIFIED COMMAND AND PERSONNEL:**

Incident Commander: David Willoughby, Willoughby Consulting & Adjusting

SOSC: Steven Russell, ADEC

FOSC: Captain Ben Hawkins, Coast Guard

FOSCR: Lieutenant Keyth Pankau, Jr, Coast Guard

Field SOSC: John Engles, ADEC

**TIME/DATE OF THE NEXT REPORT DISTRIBUTION:** 2:00 p.m., August 16, 2013

**FOR ADDITIONAL INFORMATION CONTACT:** John Engles, ADEC (907) 835-4698

[http://dec.alaska.gov/spar/perp/response/sr\\_active.htm](http://dec.alaska.gov/spar/perp/response/sr_active.htm)



Photo taken by ADEC, August 13 at 3:16 p.m.

**AGENCY/STAKEHOLDER NOTIFICATION LIST:**

Please refer to the first sitrep distributed August 12, 2013 for the agency/stakeholder notification list. The link to the first sitrep can be found in the **Additional Information** box above.