



**ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION**  
**Division of Spill Prevention and Response**  
**Prevention Preparedness and Response Program**  
***SITUATION REPORT (SITREP)***

## **F/V Nordic Viking Sinking Seward T-Dock**

*Changes from previous Situation Report denoted in red.*



**SITREP #:** 4 and final

**SPILL #:** 18239934301

**TIME/DATE OF DISTRIBUTION:** 1:15 P.M. December 21, 2018

**POTENTIAL RESPONSIBLE PARTY (PRP):** Larry March

**INCIDENT LOCATION:** City of Seward Harbor T-Dock

**TIME/DATE OF SPILL:** 11:30 am, December 9, 2018

**HOW/WHEN SPILL WAS DISCOVERED AND REPORTED:** The release was reported to the Alaska Department of Environmental Conservation (ADEC) at 12:45 pm on December 9, 2018 by the City of Seward harbormaster after the sunken fishing vessel was discovered.

**TYPE/AMOUNT OF PRODUCT SPILLED:** An unknown amount of marine diesel and other petroleum products were released from the sunken fishing vessel. The vessel reportedly has a capacity of 2,000 gallons of marine diesel as well as a 500-gallon gasoline tank on the stern deck of the vessel, and unknown amount of engine oils. The Responsible party reported that the hull tanks had between 600 and 700 gallons of marine diesel. The deck tank reportedly contained 50 gallons of gasoline. Other types of petroleum products, including engine oils, were on board the vessel.

**CAUSE OF SPILL:** Vessel sinking. The cause of the sinking is unknown at this time.

**SOURCE CONTROL:** Stormchasers, contracted by the Responsible Party, conducted diving operations on December 10, 2018 to plug vents in the hull's fuel tanks. On December 12<sup>th</sup>, Stormchasers removed the 500-gallon deck tank. On December 13<sup>th</sup> the Responsible Party's representative hired Global Diving and Salvage, Inc. (Global) to complete salvage operations.

**RESPONSE ACTION:** The harbormaster deployed absorbent boom and the salvage contractor, hired by the Responsible Party, deployed containment boom on December 9<sup>th</sup>. Containment boom that was deployed Sunday December 9<sup>th</sup> failed when the vessel shifted and pulled the boom under. United States Coast Guard (USCG) personnel arrived on scene on December 9<sup>th</sup>. Two ADEC responders arrived on scene December 10<sup>th</sup> and worked with the RP to deploy boom and bird deterrents (mylar balloons) in Scheffler Creek and the lagoon. Stormchasers plugged hull fuel tank vents and retrieved and redeployed the containment boom. Two additional USCG responders from Sector Anchorage arrived December 10<sup>th</sup>.

On December 11<sup>th</sup>, USCG opened the Oil Spill Liability Trust Fund and contracted Alaska Chadux Corporation (Chadux), an Oil Spill Response Organization (OSRO) and State-registered Primary Response Action Contractor for pollution response. Since their arrival December 11<sup>th</sup>, Chadux has deployed a second ring of boom around

the vessel and conducted assessments at the harbor, Scheffler Creek, the lagoon, and the waterfront. Chadux and an ADEC responder also followed up on community reports of impacts in the marsh at the head of Resurrection Bay and at the Seward Marine Industrial Center, no impacts were observed. Chadux has been monitoring and replacing absorbents in the creek and lagoon and, using an absorbent sweep tactic (see photo), is recovering fuel between the H-dock and J-dock. Chadux is supporting pollution mitigation related to salvage operations.

United States Fish and Wildlife Service (USFWS) personnel traveled to Seward to survey migratory bird concentration areas and note bird and marine mammals in the area. USFWS reinforced and expanded the passive hazing tactics in the lagoon.

Global personnel arrived in Seward on December 14<sup>th</sup> and initiated execution of the salvage plan. On Thursday, December 20<sup>th</sup>, Global completed execution of the salvage plan that included: moving the stern of the vessel away from the pier, righting the vessel, and finally lifting and dewatering. The vessel was successfully refloated in the Seward small boat harbor on the evening of December 20<sup>th</sup>. Chadux deployed sorbants to recover the very light sheen that was observed within the deployed containment boom. On the afternoon of December 21<sup>st</sup>, the vessel was towed to the Seward Marine Industrial Center (SMIC) and lifted out of the water. Chadux provided escort for the vessel to the SMIC. The vessel will be turned over to Rainbow Fiberglass and Boat Repair for its final disposal.

Chadux has continued to monitor the deployed boom in Scheffler Creek and the Lagoon for any new signs of contamination. Chadux will remove the boom and bird hazing tactics when it has been determined that there is no risk of further contamination from this incident.

**RESOURCES AT RISK OR AFFECTED:** Salvage operations are ongoing. The location of the vessel and ongoing salvage operations may prevent the City from using the area in the harbor where operations are occurring.

The seafood facility adjacent to the T-dock will not be processing until next year. Salvage operations are expected to be complete before that time and will not likely impact the facility's use of the T-dock or otherwise impact their commercial interests.

Sheening in Resurrection Bay and the harbor has largely dissipated. Sportfishing may be occurring in the vicinity of the release. Vessels entering the harbor may be transiting the impacted area.

No oiled wildlife, live or dead, has been reported. Many species of birds and marine mammals are present in the area.

Steller sea lions, an Endangered Species Act (ESA) listed species, and sea otters have been observed in the vicinity of the area impacted by the release. Other marine mammals that may be present in the impacted area (harbor and Resurrection Bay) include harbor seals, Dall's porpoise, harbor porpoise, minke whales, gray whales and ESA-listed fin whales and humpback whales.

Scheffler Creek, its tributaries, and lagoon are anadromous. Wild runs of sockeye and pink salmon occur here, with most spawning in the lagoon or above it.

Migratory birds most likely to be in the vicinity of the impacted area include waterfowl, shorebirds, and loons. Birds have been observed in the vicinity of the spill, including magpies, grebes (horned and red-throated), scoters (surf, white-winged, and black), harlequins, golden eyes, buffleheads, loons, gulls, mergansers, and possibly murrelets. Eagles, ravens, and crows may be present.

No new sheen has been observed outside of the containment area, and Chadux personnel continue to monitor for sheen and impacted wildlife.

**FUTURE PLANS AND RECOMMENDATIONS:** The ADEC and USCG continue to respond to the release and monitor cleanup activities. USCG contracted Chadux, who remains in Seward to monitor containment around the vessel and absorbents deployed in the creek, lagoon, and harbor, as well as support ongoing salvage activities. The Responsible Party’s representative has hired Global to complete the salvage operation. Global personnel are en route and is working with USCG and ADEC to finalize salvage plans.

The ADEC will continue to work with Raibow Fiberglass and Boat Repair to ensure that the vessel is disposed of properly, and resources continue to be available to report impacted wildlife. ADEC responders will remain in Seward until the vessel has been removed from the water.

Weather: Today- North wind 15 knots. Seas 3 feet. Snow.  
 Saturday- North wind 20 knots. Seas 4 feet. Snow  
 Sunday- North wind 20 knots. Seas 4 feet.

**PERSONNEL:**

SOSCr: Kristin Worman, ADEC  
 FOSCr: Jeffry Crews, USCG  
 Responsible Party: Larry March

**TIME/DATE OF THE NEXT REPORT DISTRIBUTION:** As situation requires.

**FOR ADDITIONAL INFORMATION CONTACT:** Kristin Worman, EPS II, ADEC (907) 269-7539

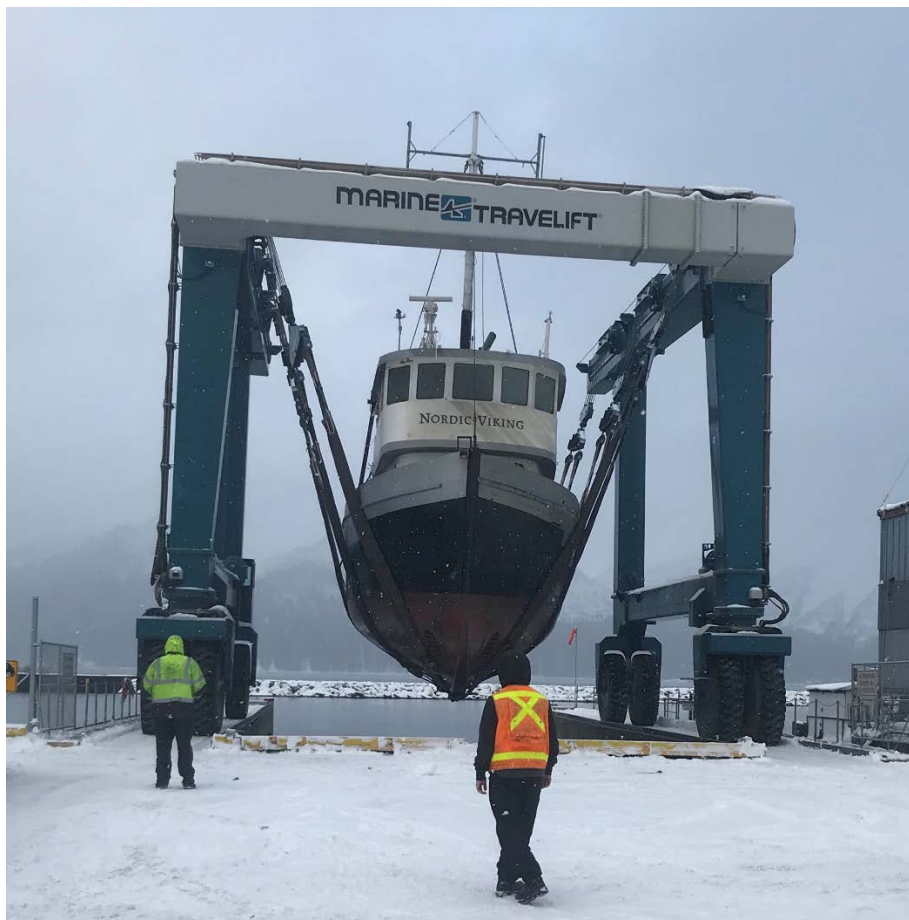
For the most recent information please visit the response webpage at:

<https://dec.alaska.gov/spar/ppr/spill-information/response/2018/12-nordic-viking/>

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*Photograph depicts the F/V Nordic Viking under tow with the Chadux escort vessel departing the Seward harbor to the SMIC. Photograph credit: ADEC.*



*F/V Nordic Viking on the travel lift, out of the water, at the SMIC dock. Photograph credit: ADEC.*