Significant Responses

M/V Monterey Grounding
On the evening of June 8 the M/V Monterey, a 174-foot landing craft belonging to the U.S. Army 311th Expeditionary Sustainment Command (Army 311 ESC), hit a submerged object in Chiniak Bay near Kalsin Reef. The hull of the vessel was breached and the vessel was run aground at Puffin Island, approximately 2.5 miles south of the city of Kodiak, to avoid sinking. It was initially reported that two starboard fuel tanks had been breached and were releasing diesel fuel into the marine waters of Chiniak Bay. The Monterey was carrying 42,000 gallons of fuel on board when it departed Kodiak shortly before the incident. A Unified Command was formed to respond to the incident.

The USCG began cleanup operations on behalf of the Army 311 ESC and contracted Chadux to conduct containment and cleanup activities. Approximately 3,000 feet of boom were deployed around the Monterey to contain the ongoing release. The Monterey’s crew transferred the remaining fuel from the damaged tanks into undamaged tanks. Free oil recovery was implemented in areas along the shoreline where fuel was in recoverable concentrations.

On June 15 the Monterey was refloated and transported to Lash Dock in Kodiak where temporary repairs were made.

Response vessels followed the Monterey and observed no sheen or pollution incidents during transit. The vessel was subsequently towed to Seward (a distance of 220 miles) for permanent repair work.

M/V Morning Cedar Adrift Incident (potential spill)
On December 5, 2011, the M/V Morning Cedar was adrift 10 miles north of Tanaga Island due to a loss of steering. The crew was not able to make repairs while they were underway.

Two US Coast Guard teams boarded the distressed vessel to provide assistance with repairs but were unable to assist. It was reported that the rudder was swinging back and forth and that the vessel’s crew was fabricating a ring to place around the rudder post.

On December 8, the Morning Cedar began using its engine and bow thruster in a limited capacity to minimize set and drift toward land. On December 9, the vessel’s crew and technical engineers were able to complete temporary repairs to the steering system and the vessel was escorted to Dutch Harbor by the USCG Cutter Sherman. The Morning Cedar arrived in Dutch Harbor on December 11. Once the steering system repair was completed, the steering system was inspected and underway testing was monitored and approved by a USCG Marine Inspector prior to the vessel’s release from Dutch Harbor on December 15.

Tug Nathan E Stewart and Barge DBL-55 (potential spill)
On December 18, 2011, the Tug Nathan E Stewart and Barge DBL-55, an articulated tug and barge system, were adrift 20 miles west of Cape Fairweather. The tug was towing the Barge DBL-55, a 300-foot fuel barge, en route to Skagway. The tug had 45,000 gallons of diesel fuel and 500 gallons of lube oil on board. The cargo on board the barge was reported at 2.2 million gallons of diesel fuel, 1,028 gallons of aviation fuel and 700 gallons of other petroleum products.

On December 19, the tug Le Cheval Rouge, escorted by the USCG cutter Maple, took Barge DBL-55 and tug Nathan E Stewart under a stern tow. The Le Cheval Rouge used the slack tides on December 20 to tow the disabled tug and barge through the North Indian Pass. The group anchored in Mud Bay to reset and reconfigure the towing gear and then continued underway to Skagway escorted by the cutter Maple. The following day the vessels arrived in Skagway where Barge DBL-55 offloaded its cargo and the vessels were met by K-Sea Transportation representatives, engine technicians and USCG Sector Juneau Prevention staff.

continued on page 7
Number of Spills Reported 1,922
Total Gallons 208,487

Volume Released by Facility Type

- Oil Exploration: 22%
- Oil Production: 18%
- Vessel: 12%
- Mining Operation: 9%
- Residence: 4%
- Air Transportation: 4%

Other: 31%

Volume Released by Product

- Drilling Muds: 27%
- Produced Water: 7%
- Crude: 6%
- Process Water: 5%
- Aviation Fuel: 4%
- Methyl Alcohol (Methanol): 4%
- Gasoline: 4%
- Ethylene Glycol (Antifreeze): 3%
- Other: 2%

For graphing purposes, 'Other' includes product categories comprising 3% or less of the total volume released.

Volume Released by Cause

- External Factors: 24%
- Human Error: 13%
- Line Failure: 9%
- Overfill: 8%
- Equipment Failure: 7%
- Rollover / Capsize: 6%
- Seal Failure: 5%
- Collision / Allision: 5%
- Valve Failure: 3%
- Containment Overflow: 3%
- Other: 17%

For graphing purposes, 'Other' includes cause categories comprising 3% or less of the total volume released.

Volume Released by Size Class

- 100+ gal: 92%
- 10 to 99 gal: 7%
- <10 gal: 1%

For graphing purposes, 'Other' includes size categories comprising 3% or less of the total volume released.

Number of Spills by Fiscal Year

17-Year Trend

Fiscal Year

- 1996
- 1998
- 2000
- 2002
- 2004
- 2006
- 2008
- 2010
- 2012

Count

- 0
- 500
- 1,000
- 1,500
- 2,000
- 2,500
- 3,000

Total Volume by Fiscal Year*

17-Year Trend

Fiscal Year

- 1996
- 1998
- 2000
- 2002
- 2004
- 2006
- 2008
- 2010
- 2012

Gallons

- 0
- 1,000,000
- 2,000,000
- 3,000,000
- 4,000,000
- 5,000,000

*Notes: 1/25/1997 (FY 1997) - a barge capsized and lost 3,125,000 gal of Urea (Solid).
3/17/1997 (FY 1997) - 995,400 gal of Seawater released at ARCO DS-14 in Prudhoe Bay
Number of Spills Reported 39
Total Gallons 10,828

Volume Released by Facility Type

- Crude Oil Terminal 17.6%
- Oil Production 82.3%
- Other 0.1%

Volume Released by Cause

- Containment Overflow 39%
- Human Error 10%
- Seal Failure 30%
- Unknown 17%
- Other 4%

For graphing purposes, ‘Other’ includes cause categories comprising 3% or less of the total volume released.

Volume Released by Size Class

- 100+ gal 97%
- 10 to 99 gal 2%
- <10 gal 1%

Number of Spills by Fiscal Year

Total Volume by Fiscal Year*

*Notes: 10/4/2001 (FY 2002) - TAPS Bullet Hole Release; 285,600 gal Crude
3/2/2006 (FY 2006) - BP GC-2 Oil Transit Line Release; 212,252 gal Crude
Non-crude Oil - FY 2012

Number of Spills Reported 1,406
Total Gallons 96,018

Volume Released by Facility Type

Volume Released by Product

For graphing purposes, 'Other' includes facility categories comprising 4% or less of the total volume released.

Volume Released by Cause

Volume Released by Size Class

For graphing purposes, 'Other' includes cause categories comprising 3% or less of the total volume released.

Number of Spills by Fiscal Year

Total Volume by Fiscal Year*

*Notes: 12/8/2004 (FY 2005) - the M/V Selendang Ayu broke apart, releasing 321,052 gal of IFO 380 and 14,680 gal of Diesel
Number of Spills 417
Total Gallons 74,960

Volume Released by Facility Type

Volume Released by Cause

Volume Released by Product

Volume Released by Size Class

Number of Spills by Fiscal Year

Total Volume by Fiscal Year*

*Notes: 1/25/1997 (FY 1997) - a barge capsized and lost 3,125,000 gal of Urea (Solid).
Process Water - FY 2012

Number of Spills Reported 60
Total Gallons 26,681

Volume Released by Facility Type

- Oil Production 65%
- Mining Operation 32%
- Other 3%

For graphing purposes, 'Other' includes facility categories comprising 2% or less of the total volume released.

Volume Released by Product

- Process Water 40%
- Seawater 8%
- Source Water 2%
- Produced Water 50%

Volume Released by Cause

- External Factors 56%
- Human Error 8%
- Crack 6%
- Line Failure 5%
- Valve Failure 3%
- Seal Failure 3%
- Other 19%

For graphing purposes, 'Other' includes cause categories comprising 3% or less of the total volume released.

Volume Released by Size Class

- 100+ gal 96.8%
- 10 to 99 gal 3.1%
- <10 gal 0.1%

Number of Spills by Fiscal Year

- 17-YR Average
- Count

Total Volume by Fiscal Year

- 17-YR Average
- Gallons

*Notes: 3/17/1997 (FY 1997) - 995,400 gal of Seawater released at ARCO DS-14 in Prudhoe Bay
Repsol Q2 Pad Gas and Mud Release

On February 15, 2012, Repsol contractor Nabors Drilling was drilling an exploratory well when the drill penetrated a shallow gas pocket at a depth of 2,523 feet, resulting in a gas kick. The gas kick drove drilling mud, down-hole materials and water out of the well and through the gas diverter onto the ice pad and adjacent snow-covered tundra. Additional mud was pumped into the well in an attempt to control it, but that mud was also forced out by the gas.

Approximately 6,286 cubic yards of spilled material were removed from the snow covered tundra. In addition, 2,402 cubic yards of down-hole material and 116,928 gallons of water-based mud and fresh water from the steam units were recovered from the drilling pad during the initial response.

A surveying contractor hired by Repsol estimated that 21,114 barrels of down-hole material were released to the tundra during the initial blow-out and calculated the total impacted area to be 23.75 acres. An area of 16.76 acres of lightly misted material was determined to be unrecoverable and no cleanup occurred in this zone.
Top 10 Releases During FY 2012

<table>
<thead>
<tr>
<th>Map Key</th>
<th>Spill Date</th>
<th>Spill Name</th>
<th>Product</th>
<th>Gallons</th>
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</thead>
<tbody>
<tr>
<td>1</td>
<td>02/15/12</td>
<td>Repsol Q2 Pad Gas and Mud Release</td>
<td>Drilling Muds</td>
<td>42,000</td>
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<tr>
<td>2</td>
<td>01/19/12</td>
<td>Savoonga Tank Farm</td>
<td>Diesel</td>
<td>12,045</td>
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<tr>
<td>3</td>
<td>01/25/12</td>
<td>F/V Heritage</td>
<td>Diesel</td>
<td>8,000</td>
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<tr>
<td>4</td>
<td>01/25/12</td>
<td>M/V Monterey Fuel Tank Release</td>
<td>Diesel</td>
<td>8,000</td>
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<td>5</td>
<td>06/18/12</td>
<td>UAF, Wood Center Ethylene Glycol</td>
<td>Ethylene Glycol (Antifreeze)</td>
<td>4,500</td>
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<tr>
<td>6</td>
<td>03/04/12</td>
<td>Peter Pan Seafoods False Pass Spill</td>
<td>Gasoline</td>
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<td>7</td>
<td>05/21/12</td>
<td>BPXA, FS-2 Tank 1984</td>
<td>Crude</td>
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<td>8</td>
<td>03/13/12</td>
<td>Weaver Brothers Methanol Spill</td>
<td>Methyl Alcohol (Methanol)</td>
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<td>9</td>
<td>04/10/12</td>
<td>BPXA DS 1-Well 11 Pipeline Spill</td>
<td>Seawater</td>
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<td>10</td>
<td>02/09/12</td>
<td>Trident / TDX St. Paul warehouse fire</td>
<td>Sodium Hypochlorite</td>
<td>3,500</td>
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Total Volume by Subarea FY 2012

<table>
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<tr>
<th>Subarea</th>
<th>Gallons</th>
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<tbody>
<tr>
<td>Bristol Bay</td>
<td>2,228</td>
</tr>
<tr>
<td>Western Alaska</td>
<td>2,617</td>
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<tr>
<td>Prince William Sound</td>
<td>8,987</td>
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<td>Southeast Alaska</td>
<td>9,336</td>
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<tr>
<td>Aleutian</td>
<td>14,110</td>
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<tr>
<td>Kodiak Island</td>
<td>18,645</td>
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<td>Cook Inlet</td>
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<td>Northwest Arctic</td>
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<td>Interior Alaska</td>
<td>31,678</td>
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<td>North Slope</td>
<td>76,924</td>
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