



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

**CHANGES FROM PREVIOUS SITREP ARE DENOTED IN RED**

## **F/V *St. Patrick* Womens Bay Release**



**SITREP #:** 3rd and Final

**SPILL #:** 21249921701

**DATE/TIME OF DISTRIBUTION:** September 17, 2021, at 4:00 PM

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

**INCIDENT LOCATION:** Womens Bay, Kodiak, Alaska (Lat/Long: 57.7183, -152.5487)

**DATE/TIME OF SPILL:** August 3, 2021 was the first report of a sheen in Womens Bay

**HOW/WHEN SPILL WAS DISCOVERED AND REPORTED:** The spill was discovered when members of the public saw the sheen and reported to the Alaska Department of Environmental Conservation (ADEC) on August 3, 2021. The United States Coast Guard (USCG) investigated the initial report but found no evidence of the spill. On August 5, 2021, the USCG and ADEC received additional reports of a sheen in Womens Bay from a local resident. The Alaska Department of Fish and Game (ADFG) conducted an overflight on August 5, 2021 and observed a large sheen in the bay.

**TYPE/AMOUNT OF PRODUCT SPILLED:** An unknown amount of diesel fuel has leaked from the wreck. There is an unknown amount of diesel, engine oils and lubricants remaining on the vessel. The potential volume of the fuel, oil and lubricant storage during the vessel's normal operation is unknown.

**CAUSE OF SPILL:** The cause of the spill was a leak from a sunken fishing vessel, the F/V *St. Patrick*. On August 10, 2021, a dive team discovered that the leak was coming from several pinholes in the vessel hull where the heads of rivets had corroded away. The vessel was moored in Womens Bay from 1981 to 1989, before it eventually sank on its mooring.

**SOURCE CONTROL:** Source control has been achieved. On August 10, 2021 the dive crew that discovered the source of the leak installed wooden damage control plugs into the pinholes left by the eroded rivet heads. Dive crews have been maintaining the seals on the rivets since then. This has reduced the fuel discharge from the vessel's hull. Dive crews started defueling the vessel on August 16, 2021. On September 16, 2021 the determination was made that all accessible voids within the ship had been searched for oil and determined to be clean.

**RESPONSE ACTION:** The USCG, ADEC, and other state and federal agencies have been coordinating response efforts. USCG opened the National Pollution Response Fund to provide funding for response efforts.

At the request of the USCG, Global Diving & Salvage, Inc (Global), Alaska Chadux Network, and Paradigm Marine, LLC mobilized to the site on August 7, 2021. Containment and absorbent boom were deployed around the area of the wreck. Since August 10, 2021 daily diving operations have continued. Those efforts have included maintaining the seals on the compromised rivets, cleaning areas around the vessel frame, and assessing the condition of the vessel, including use of an underwater Non-Destructive Testing metal thickness gauge and a 3D side scan sonar.

Divers have penetrated the hull of the vessel using specialized drilling equipment in multiple locations to collect oil that was accumulated in internal spaces. As holes are drilled, any oil observed is immediately recovered using suction. During these operations, additional information was collected to inform the response crew about the possible internal structures of the vessel, as well as the condition of the metal hull. Response crews continue to maintain double boom, lined by absorbent boom to recover any oil that escapes from the vessel. Booming has been effective but swell and chop and strong currents have compromised the effectiveness of the containment boom at times. The crews continue to make adjustments to maximize the effectiveness of the booming operations. **Divers used specialized equipment to clear spaces of silt, including mechanical spaces, and living quarters within the hull of the ship to allow for removal of any oil that remained trapped within these voids. All spaces were investigated for pollution and any oil discovered was removed.**

The response crews began removing fuel from the hull on August 16, 2021. August 29, 2021, 9730 gallons of oily water had been recovered. It is estimated that 4290 gallons of that amount is made up of various petroleum products. **As of demobilization of field operations on September 14, 2021, a total of 11,955 gallons of oily water had been recovered, along with 606 bags of oiled absorbents had been recovered.**

**The barge Kittiwake was removed from standby status as of August 21, 2021 and returned to its regular mooring.**

**RESOURCES AT RISK OR AFFECTED:** **Wildlife observations conducted by observers from the Kodiak National Wildlife Refuge have ceased. As of September 17, 2021, no oiled wildlife has been observed, and no impacts to shoreline have been observed.**

Womens Bay is critical habitat for multiple species listed under the endangered species act to include: Western Distinct Population Segment (DPS) of the Steller sea lion (Endangered), the Southwest Alaska DPS of northern sea otters (Threatened). Humpback whales (some may be part of a listed DPS), fin whale (Endangered), sperm whale (Endangered) may be in Chiniak Bay, Steller's eider (Threatened) winter in Kodiak, and may be present. Other species may be in the area, such as harbor seals, harbor porpoise, killer whales, gray whales, minke whales. Womens Bay is also designated as important habitat for multiple species of birds, such as emperor goose, and bald eagles which are present year-round.

Womens Bay is designated as essential fish habitat for all 5 species of pacific salmon and several other species of marine fish. Multiple streams used by salmon for spawning (anadromous) flow into Womens Bay.

Womens Bay is part of the Alaska Maritime National Wildlife Refuge (submerged waters). Womens Bay also hosts the USCG Base Kodiak, and there is likely to be high vessel traffic. Sport fishing for Dungeness crab, as well as some fishing for pink salmon near Nyman Peninsula may occur, but most fishing takes place outside of the bay.

**FUTURE PLANS AND RECOMMENDATIONS:** The response team is conducting penetration dives, entering the wreck to determine the internal layout of the ship, assess structural integrity and determine access to the starboard (right) fuel tanks. Previously, operations have been focused on the exposed port (left) side of the

vessel, and it is unknown what volume of material remains trapped in internal spaces. Structures on the deck that may pose hazards during diving operations are being addressed. The response team is continuing to defuel the hull through the use of a connection into the leaking rivets. A naval architect is reviewing the data collected using 3D multibeam sonar data to determine the condition and structures of the vessel. Based on the information gathered, the response team is developing a plan for accessing other areas to determine the hull's contents and the safest option for removing the remaining fuel, oils and lubricants. Additional site access restrictions are being proposed to protect the response crew from the introduction of coronavirus. **The vessel Ocean Liberty has been demobilized from the site. Boom remains in place to collect any residual oil that may escape from the vessel. This boom will continue to be monitored for the presence of sheen and will be removed once it is determined the vessel is no longer releasing recoverable product to the surface.**

**WEATHER:**

Friday: NNW wind 25 to 30 kt. A slight chance of rain before 7am. Seas 11 ft subsiding to 8 ft.

Friday Night: NW wind 35 to 45 kt. Partly cloudy. Seas 15 to 17 ft.

Saturday: NW wind 35 to 45 kt. Sunny. Seas 17 ft subsiding to 11 ft.

Saturday Night: NW wind 10 to 15 kt decreasing to 5 to 10 kt after midnight.

Mostly clear. Seas 5 ft subsiding to 2 ft.

Tides: NOAA tide station 9457292 - Kodiak Island, AK

**UNIFIED COMMAND AND PERSONNEL:**

SOSC: **Anna Carey**, ADEC

FOSC: MST1 Dane Grulkey, USCG

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



(Photo Credit: Survivor Wallace Thomas post 11/29/2020)

**FOR ADDITIONAL INFORMATION CONTACT:** Anna Carey, State On-Scene Coordinator, ADEC (907) 835-3038

<https://dec.alaska.gov/spar/ppr/spill-information/response/2021/07-fv-st-patrick/>

**AGENCY/STAKEHOLDER NOTIFICATION LIST:** Please refer to the first SITREP, distributed August 17, 2021 for the agency/stakeholder notification list. The first SITREP can be found by following the link in the Additional Information box above.