



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

CHANGES FROM THE PREVIOUS SITREP ARE DENOTED IN RED

F/V Arctic Sea Grounding, St. George Island

SITREP #: 4 and Final

SPILL #: 26459900501

DATE/TIME OF DISTRIBUTION: July 21, at 1:00 p.m.

Information current as of July 1, 2026.

POTENTIAL RESPONSIBLE PARTY (PRP): Arctic Sea LLC

INCIDENT LOCATION: Northwest side of St. George Island, at 56°36' 23.87" N, 169° 40' 25.72" W.

DATE/TIME OF SPILL: January 5, 2026, at approximately 8:00 a.m.

HOW/WHEN SPILL WAS DISCOVERED AND REPORTED: The F/V Arctic Sea ran aground the morning of January 5, 2026. The US Coast Guard (USCG) reported the potential release to the Alaska Department of Environmental Conservation (DEC) at 11:35 a.m. on January 5, 2026.

TYPE/AMOUNT OF PRODUCT SPILLED: An unknown amount of fuel has been released from the vessel at time of grounding. The quantity of oil stored onboard the vessel, when it grounded, was confirmed by USCG at 50,000 gallons of diesel fuel and approximately 2,000 gallons of lube oil and hydraulic fluid. Sheening has been reported around the vessel from response crews on the M/V Makushin Bay and from the City of St George personnel from the high bluff cliff adjacent to the vessel. The visually observed sheening extended approximately 6-8 miles long and 200 yards offshore as seen on January 7, 2026. The vessel also had an estimated 7,000 Tanner crab (~11,000 pounds) onboard at the time of grounding.

On Monday, June 1, 2026, a team from Global Diving & Salvage, Inc. (Global) boarded the F/V Arctic Sea and conducted a pollution survey. The team found that only one of eleven fuel tanks, the #2 starboard double-bottom tank, was full of diesel fuel, with a capacity of 5,821 gallons. Approximately 45,000 gallons of diesel fuel from the other ten fuel tanks had washed out due to damage to the tanks' vent pipes and standpipes, leaving the tanks open to the sea and submerged at nearly all tides. Additionally, approximately 2,000 gallons of lube oil and hydraulic fluid had been washed out due to sea-state damage. Finally, the fish holds were all found open to the sea and void of crab.

On Saturday, June 20, 2026, a Resolve Marine team boarded the F/V Arctic Sea to conduct a wreck removal survey. The team found that the #2 starboard double-bottom fuel tank was full of seawater. Survey of the vessel did not show any signs of remaining hydrocarbons onboard. No sheen, emulsified product, or scent of diesel or hydraulic oil was noted by the salvage team.

CAUSE OF SPILL: The spill occurred after the F/V Arctic Sea ran hard aground on St. George Island, AK.



SOURCE CONTROL: The source is controlled. The #2 starboard tank is currently plugged, and all other tanks are suspected to have been breached during the winter months.

RESPONSE ACTION: Deteriorating weather conditions prevented the M/V Makushin Bay from getting alongside the vessel for wreckage assessment. The M/V Makushin Bay is now standing by, waiting for more favorable weather (likely several days to a week) to board the vessel. Multiple overflights by the USCG have been conducted to monitor the vessel and observe for sheening.

On Monday, June 01, 2026, the Global survey team boarded the F/V Arctic Sea and found that only one of eleven fuel tanks, the #2 starboard tank, still contained about 5,800 gallons of diesel fuel. The team plugged the vent and standpipe to prevent further fuel spills. Removal of the remaining fuel and planning for salvage operations are ongoing.

On June 20, 2026, the Resolve Marine survey team found the #2 starboard tank now full of seawater. All tanks on the vessel have been compromised, either full of seawater or empty. Signs of the vessel beginning to break apart were observed, including cracks on both the port and starboard sides of the hull and portions of the port-side wave wall and bow that had broken free. No further spill response or cleanup actions are required at this time.

RESOURCES AT RISK OR AFFECTED: The land around the spill is administered by the Alaska Maritime National Wildlife Refuge. Highest concern is the Sea Lion and Seal rookeries. Nearest known site, 2 miles west of vessel. Otters may be present in small numbers in nearshore areas. The area is also in the range of Steller's eiders (Threatened) and short-tailed albatross (Endangered). Large numbers of Steller's eiders may occur in nearshore and coastal waters and are susceptible to oiling in these areas. Short-tailed albatross may be present but are more likely to be found over deeper offshore waters. Sea ducks (e.g., king eiders, long-tailed ducks, common eiders, harlequin ducks, and Steller's eiders) may be present in large numbers in nearshore and coastal waters and are highly susceptible to oil. Sea Birds (e.g., fulmars, shearwaters, puffins, auklets) may be present in low numbers in winter (100s-1000s) and are at risk of oiling. Gulls may also be present in smaller numbers in nearshore and coastal waters and are at medium risk of oiling. Breeding and Nesting Birds: A variety of migratory birds, including seabirds and sea ducks, began arriving in large numbers (1,000s – 100,000s) on Saint George Island in March to breed and nest. The cliff above the grounding site is an important and high-density nesting area. St. George is home to many seabirds, including the largest colony of murres in Alaska (~1 million birds). NESTING BIRDS are at HIGH RISK if rodents are introduced.

Western Bering Sea Tanner and Bering Sea snow crab fisheries (ADF&G/NMFS co-management) are open and ongoing in waters east and west of the Pribilof Islands. Both fisheries opened October 15; Western Bering Sea Tanner crab season runs through March 31, and Bering Sea snow crab runs through May 31, by regulation. Waters immediately surrounding the Pribilof Islands are closed to pot gear for protecting the Pribilof blue king crab stock.

Pribilof Islands golden king crab fishery is open to harvest year-round in waters of the Pribilof District greater than 100 fathoms. The fishery closes when the relatively small guideline harvest level of 130,000 pounds is achieved. The closest directed fishing for golden king crab that takes place relative to the vessel

grounding is approximately 30 miles S/SE in Pribilof Canyon.

St. George Island is a rat-free island. Migratory birds, terrestrial mammals, and marine mammals are at risk of predation and disease from introduced rodents. The impact to wildlife from the introduction of rodents to St. George would likely far exceed the impact of oiling from a spill. St. George has prevention kits on the island that may be temporarily relocated closer to the grounding site.

Subsistence groundfish and shellfish fisheries are largely open year-round. Subsistence groundfish/shellfish resources important to the community of St. George likely include Pacific halibut, Pacific cod, black rockfish, kelp greenling, green sea urchin, black chiton, and giant Pacific octopus.

Arctic fox and ermine may be present on St George Island. Foxes can navigate steep cliffs and are known to frequently scavenge along beaches. There is also a herd of reindeer on the island, which is harvested for subsistence.

The Polaris Applied Sciences (Polaris) team conducted drone surveys of the wreck site and shoreline surveys of the remaining north shore between the wreck site and the town of St. George. A total of ~4 km of shoreline was surveyed. Heavy bird use was observed on all cliffs in the survey area, and no sheen was observed in any surveyed segments, with no impact on marine or wildlife. Polaris collected mussel samples from three locations on the island, varying in proximity to the wreck site. Samples will be used to establish a baseline level of contamination in mussel tissue and to assess potential shellfish contamination during the wreck removal operations.

There are significant cultural resources on the northern side of the island east of the spill location (Seal Island Historic District / Fur Seal Rookeries NHL). These include a Paleontological site along the terrace edge eroding into the ocean just east of the spill location, and an old historic village site on the bluff overlooking the ocean; these sites may or may not be affected by cleanup.

FUTURE PLANS AND RECOMMENDATIONS: Bering Sea intense winter storms have slowed down and possibly will pause the salvage operations until spring of 2026. Options for safe lightering of onboard fuel and oils, overflight monitoring, spill response, and salvaging operations are in discussion with the USCG, DEC, and oil spill response company, and the vessel salvage company. DEC will continue to monitor the response actions and review plans being developed for the response and salvage operation.

Resolve Marine has been contracted to perform the wreck removal. Work is scheduled to begin in early August 2026 and should be completed before the Bearing Sea winter season begins.

WEATHER: July 21, 2026. Cloudy with on-and-off rain and drizzle. High of 48 degrees, low around 44 degrees with winds out of the west at 10 to 25 kt. and seas 6 to 11 ft.

UNIFIED COMMAND AND PERSONNEL:

Incident Commander: Henry Vanderbeck, Arctic Sea LLC

SOSCR: Mark Sielaff, DEC

FOSC: MSSR3 Annmarie Borkowski, Sector Western Alaska and U.S. Arctic

LOSC: [Grace], City of St. George

DATE/TIME OF THE NEXT REPORT DISTRIBUTION: Final report

FOR ADDITIONAL INFORMATION CONTACT: Bernie Nowicki, Western Region State On-Scene Coordinator, DEC (907) 269-7648, [<https://dec.alaska.gov/spar/ppr/spill-information/response/>]



June 20, 2026,
Salvage team headed
to ARCTIC SEA.
Photo credit: Resolve
Marine



June 20, 2026, M/V
MAKUSHIN BAY
approaching the
ARCTIC SEA. Photo
credit: Resolve
Marine



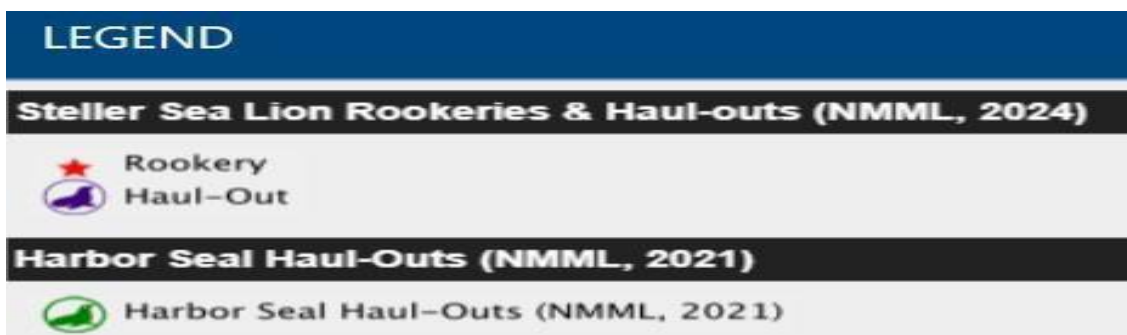
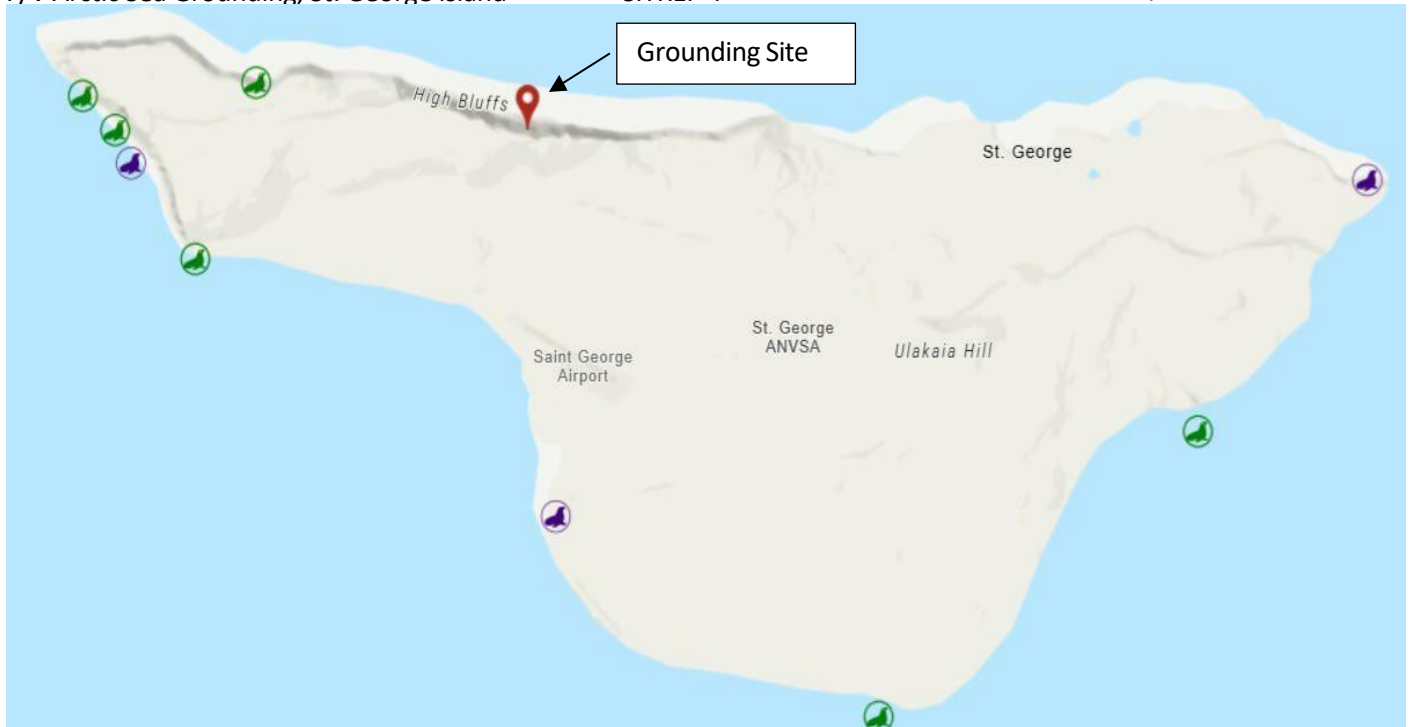
June 20, 2026, Stern view facing forward.
Photo credit: Resolve Marine



June 20, 2026, Sorting table crushed/blocking
engine room access; Photo credit: Resolve Marine



June 20, 2026, Sounding
#2 starboard fuel tank.
Photo credit: Resolve
Marine



Stellar Sea Lion and Harbor Seal Haul-Out Map and Map Legend. Credit: NOAA

AGENCY/STAKEHOLDER NOTIFICATION LIST: Please refer to the first SITREP, distributed on 1/9/2026, for the agency/stakeholder notification list. The first SITREP can be found by following the link in the Additional Information box above.