



**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 #:** 3

St. George Island



**SPILL #:** 26459900501

**DATE/TIME OF DISTRIBUTION:** June 09, at 3:30 p.m.  
 Information current as of June 01, 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.

**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

F/V Arctic Sea Grounding, St. George Island SITREP 3 June 10, 2026  
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.

**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. 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.

Plans are underway to remove the remaining fuel from the F/V Arctic Sea. Weather forecasts appear favorable for the next 10 days at St. George Island. Wreck removal plans continue.

**WEATHER:** June 9, 2026, highs will generally remain in the lower 40s F, with lows in the 30s to lower 40s. Winds will range from 5 mph to 20 mph, peaking slightly on the weekend. Marine conditions are calm, with nearshore swell holding between 1 and 2 feet during the first half of the week.

**UNIFIED COMMAND AND PERSONNEL:**

Incident Commander: Henry Vanderbeck, Arctic Sea LLC

SOSCR: Mark Sielaff, DEC

FOSC: CPO Christopher Houvener, SEC W AK& US ARCTIC

LOSC: [Grace], City of St. George

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

**FOR ADDITIONAL INFORMATION CONTACT:** Bernie Nowicki, Western Region State On Scene Coordinator, DEC (907) 269-7648

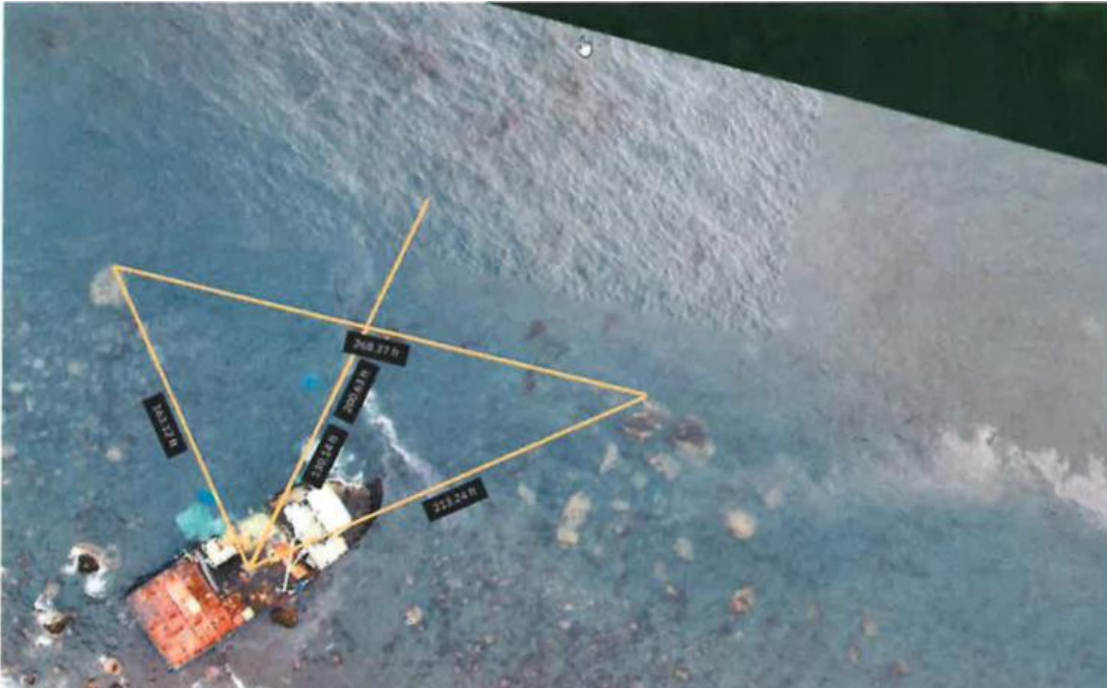
[\[https://dec.alaska.gov/spar/ppr/spill-information/response/\]](https://dec.alaska.gov/spar/ppr/spill-information/response/)



May 31, 2026, F/V Arctic Sea wreck site taken during drone overflight. Photo credit Polaris Applied Sciences.



May 29, 2026, view of F/V Arctic Sea from high bluff. Photo credit Polaris Applied Sciences.



May 31, 2026, Drone over flight diagram of F/V Arctic Sea wreck site measurements from the center of F/V to the nearest submerged rocks. Photo credit Polaris Applied Sciences.



May 31, 2026, drone overflight of F/V Arctic Sea wreck with sonar team surveying on the small boat Ocean Mists with a cloudy plume west. Photo credit Polaris Applied Sciences.



May 31, 2026, photo of F/V Arctic Sea. Photo credit Global Diving & Salvage Inc.



On June 1, 2026, a crack was located just forward of the bulkhead that separates the #1 fish hold from the aft engineering space. The crack is approximately 4" wide at the deck edge and extends vertically down the side shell to where rocks impede further inspection. The crack also extends transversely across the main deck of F/V Arctic Sea. Photos credit Global Diving & Salvage Inc.



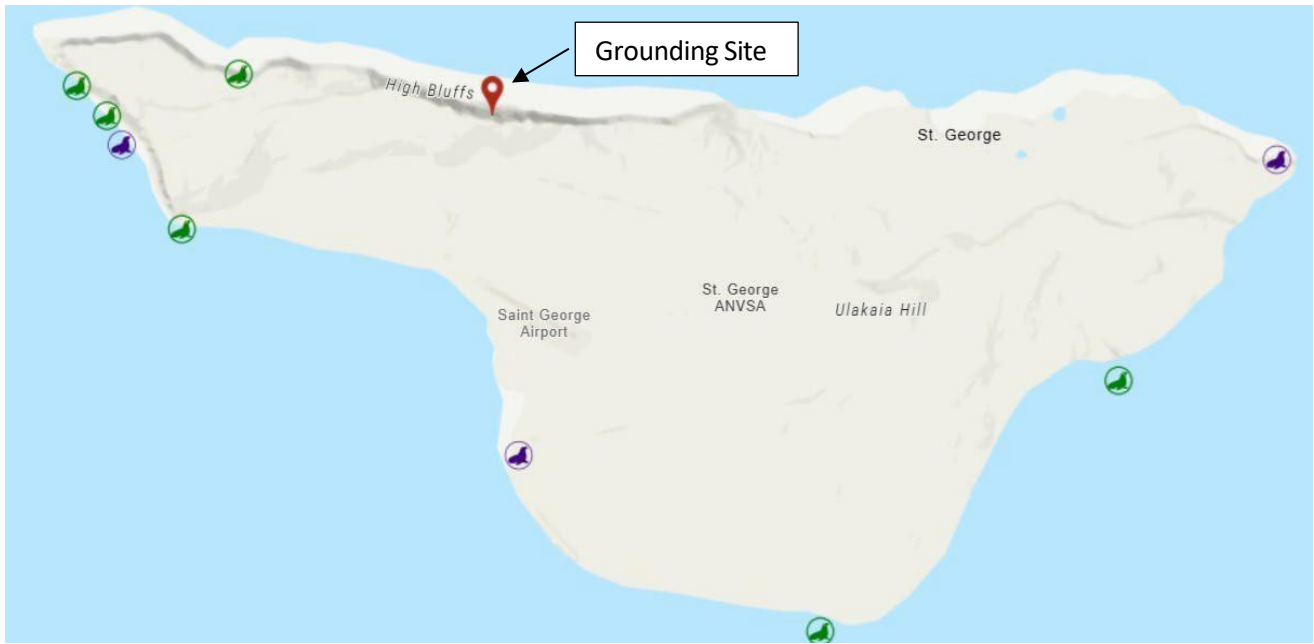
Map of St. George showing the extent of SCAT surveys (no oil was observed in any segment). Credit Polaris Applied Sciences.



May 31, 2026, panorama from segment SG-007 showing no offshore sheen. Photo credit Polaris Applied Sciences.



Map of St George showing mussel sampling locations M01 (St. George Beach), M02 (St. George Harbor), and M03 (West Beach). Credit Polaris Applied Sciences



**LEGEND**

**Stellar Sea Lion Rookeries & Haul-outs (NMML, 2024)**

- Rookery (Red star icon)
- Haul-Out (Purple circle icon)

**Harbor Seal Haul-Outs (NMML, 2021)**

- Harbor Seal Haul-Outs (Green circle icon)

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

**AGENCY/STAKEHOLDER NOTIFICATION LIST:** This situation report was distributed to the agencies listed on the standard distribution list, which includes the governor’s office, State Emergency Operations Center, U.S. Department of the Interior, National Marine Fisheries Service, U.S. Fish and Wildlife Service, and other state agencies. This situation report was also distributed to the following agencies and stakeholders:

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House 37- Dillingham	Representative Bryce Edgmon	<a href="mailto:representative.bryce.edgmon@akleg.gov">representative.bryce.edgmon@akleg.gov</a>	800-898-4451 907-465-4451 907-269-0275	907-465-3445 907-269-0274	Fax
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