INCIDENT NAME: M/V LeConte Grounding

SPILL NUMBER: 04119913101

LEDGER CODE: 14953360

TIME/DATE OF INCIDENT: 10:00 AM on May 10, 2004.

TIME/DATE OF SITUATION REPORT: 3:00 PM on May 21, 2004


TYPE/AMOUNT OF PRODUCT: Potential Spill Only. The vessel did not spill any oil during the grounding, salvage or transit to Ketchikan. At the time of the grounding the ferry system reported the vessel had on board approximately 26,600 gallons of diesel fuel and 1962 gallons of auxiliary oils. On May 12, the ferry system revised the volume on board to approximately 19,500 gallons of diesel fuel. On May 13 the transfer of 17,000 gallons of diesel fuel was completed. On May 14th the transfer of the 1962 gallons of auxiliary oils was completed. Approximately 3000 gallons remained on board to supply fuel to power the vessel during the salvage and transit.

LOCATION: Cozian Reef, Peril Straits on the north end of Baranof Island (135° 26.5’ W long; 57° 34.01 N lat), NE of Sitka, AK.

CAUSE OF INCIDENT: The ferry grounded on Cozian Reef. The Alaska Marine Highway System (AMHS) believes the cause of the grounding was due to navigational error though both the USCG and AMHS have ongoing investigations.

POTENTIAL RESPONSIBLE PARTY (PRP): State of Alaska DOT/Alaska Marine Highway System (AMHS)

RESPONSE ACTION: An underwater survey was completed and the vessel departed for Ketchikan at 2:46 PM May 17th in tow of the Tug Chahunta, escorted by the salvage vessel American Salvor and the Coast Guard Cutter Liberty.

The vessel made a non-stop transit to the Ketchikan shipyard arriving there on Thursday morning, May 20th. No oil or other hazardous material was discharged from the vessel during the transit.

The transit route was as planned going from Peril Strait to Chatham Strait, around Cape Decision to Sumner Strait, around Zarembo Island, through Stikine Strait to Clarence Strait to Ketchikan.

The vessel is currently moored at the Ketchikan Ship and Dry Dock facility.

ENVIRONMENTAL ISSUES: No environmental issues arose during the vessel’s transit to Ketchikan.

SOURCE CONTROL: The fuel and oils on board were removed except for what was needed to operate ship’s equipment during the transit to Ketchikan.

RESOURCES AFFECTED: There was no discharge of oil resulting from the grounding of the M/V LeConte and no adverse impacts to the environment have been detected as a result of the grounding.
FUTURE PLANS AND RECOMMENDATIONS: The vessel will remain moored at the Ketchikan Ship Yard facility until the blocking plan for dry-docking can be completed. The Alaska Marine Highway System reports the vessel will go on dry-dock on Monday May 24th.

WEATHER: Light rain, light and variable winds, seas 1-2 ft., temperatures high near 60 and lows near 40.

UNIFIED COMMAND AND PERSONNEL:

Incident Commander: Capt. Falvey (AMHS)
F.O.S.C: CDR John Sifling (USCG)
S.O.S.C.: Bob Mattson (ADEC)

FOR ADDITIONAL INFORMATION CONTACT: Bob Mattson, ADEC at 465-5349. Photographs and other spill information are available on the DEC web site at www.state.ak.us/dec/spar/perp/index.htm and the Unified Command website at www.state.ak.us/dec/leconte.htm

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MV LeConte approaching Ketchikan in tow of Tug Chakunta.
SEAPRO response vessel Ruddy Bay is escort the LeConte.
Photo provided by SEAPRO.

MV LeConte moored at Alaska Marine Highway facility in Ketchikan with SEAPRO personnel preparing to boom the vessel.
Photo provided by SEAPRO.