

M/V SELENDANG AYU INCIDENT
WEEKLY WINTER OPERATIONS REPORT
Report # 8

For the Week ending: Sunday, April 10, 2005

Prepared by: Planning Section

Date Submitted: April 10, 2005

Special Weather conditions (if any): N/A

1. OVERFLIGHT RESULTS:

(A) Overflight: 5 APR 2005 (1442-1640)

Observers: G. Mauseth (Polaris), M. Teachout (USCG)

OBSERVATIONS:

Flew the pass both out and back (refer to attached overflight map for detailed flight path and other information). VFR weather; intermittent snow showers throughout the day. Flew down past Pumicestone Bay. Saw no observable oil or snow along many of the shorelines. Observed boom placement and all were in place except for the few locations indicated in last week's report.

(B) Overflight: 9 APR 2005 (1400-1455)

Observers: A. Graham, S. Penland (Polaris); B. Petit (ADEC)

Wx: Wind up to 40 kts. VFR weather with intermittent snow showers throughout the day.

OBSERVATIONS:

Departed Dutch Harbor and flew the pass both out and back (refer to attached overflight map for detailed flight path and other information).

Wreck Site:

Flew around the wreck and took photographs. The wreck does not appear to look significantly different than from most recent overflights. Observations were at low tide and portions of the crane on the bow section could be seen.

Beach Observations:

(1) Flew over Bean Beach and saw little to no soybeans along the beach segment. The hatch covers were obvious.

(2) Flew over Humpback Bay segments and saw very little snow on the shoreline and vegetation. SCAT teams could perform surveys in this area under these conditions.

(3) Flew around Kof Point as well as over Portage Bay segments. The shoreline along Portage Bay was very clear of snow and also appeared to have very little oiling.

(4) Flew over Skan Bay North segments, particularly SKN 11 and SKN 14. Viewing conditions were excellent and there was virtually no snow on the shoreline in these areas. There was much less visible oil along SKN 11 from this altitude, especially in the zones where oil had been observed during the winter. SKN 14 also had no visible oil and had very little snow along the segment.

(C) Overflight: 10 APR 2005 (1200-1530)

Observers: E. Owens, H. Parker-Hall (Polaris)

OBSERVATIONS:

Flew video survey from Makushin Head, Humpback Bay, Portage Bay across to Tarasof Point, around Kof Point into Skan Bay and past the wreck site. The video survey then also recorded some of the shoreline segments in Pumicestone Bay. Some oiling was visible in SKN 14 and some of the other segments as noted in 9 April overflight. Still photos were also taken at key locations (refer to attached overflight map for detailed flight path and other information).

Wreck Site:

The wreck looked basically the same as during the 9 April overflight.

2. OTHER REPORTS RECEIVED DURING THE WEEK:

Reports of oil:

No reports were received during the past week.

3. OPERATIONS CONDUCTED DURING THE WEEK:

(A) Protective Boom Maintenance: The booms in SKN-004, KSB-007, HMP-009 and NGE-001, reported as broken loose in last week's report have not been reattached due to inclement weather throughout the past week. Maintenance crews will be dispatched to re-attach these four sections as soon as weather permits.

(B) Shoreline Response to reported oil: N/A

(C) SCAT Surveys: The F/V PATRICIA LEE and F/V LABRADOR with SCAT Teams C & D deployed onboard got underway from Dutch Harbor on the morning of 7 April and anchored in Pumicestone Bay at about 1900 on 7 April awaiting suitable weather conditions to begin SCAT surveys. SCAT Team A deployed to shoreline segments in Humpback Bay on 10 April; results not yet available.

(D) Equipment Maintenance: N/A

4. WATER QUALITY MONITORING:

The sampling, inspection and survey work being conducted as part of the winter operations plan concluded on March 25th when the last Unalaska pollock processor completed the seasons catch. The processors will continue to monitor their water intakes as they process cod, halibut, and other fish species during future fish processing activities.

5. SUBSISTENCE WORKING GROUP:

The Unalaska Community Subsistence Forum was held on Friday evening and Saturday, April 8th and 9th. Reverend Dr. Michael Oleksa delivered the keynote address “Communicating Across Cultures: Subsistence and Science” at the opening reception on Friday evening. Father Oleksa’s talk was very well received and enjoyed by all. Saturday’s activities kicked off with a “Subsistence Fair” including a kid’s corner, arts and crafts displays, touch tank aquarium, video presentations, information on the spill response, and many other exhibits. This was followed by a community feast that included locally harvested delicacies prepared using traditional methods and recipes. Interpretive beach walks and tours were conducted with a variety of experts in the afternoon, covering topics such as tide pooling, shoreline cleanup and assessment (SCAT), invertebrate ecology, medicinal plants, subsistence gathering, and hatcheries. Closing remarks and discussion were facilitated by Father Oleksa.

6. PROGRESS ON PREPARATIONS FOR SPRING OPERATIONS:

(A) Vessels: The R/V MT. MITCHELL and the M/V SPIRIT OF GLACIER BAY (large berthing vessels) are enroute from Seattle and due to arrive in Dutch Harbor on 12 April and 13 April respectively.

The M/V AMERICAN SALVOR has been chartered and is due in Dutch Harbor on or about 29 April.

Charter negotiations on some remaining support craft remain in progress. Contract negotiations also continue for two waste/logistics barges. Assignments have been completed for the initial rotation of field operations personnel.

(B) Communications: The installation of antennae to improve cell service between and to the western bays will be delayed until near the end of April by late arrival of equipment. The FCC permit has been granted. A permit application for land use has been filed with USFWS.

(C) HAZWOPER Training: The second course concluded on 8 April; with 29 trainees successfully completed the course for a total of 58 trained during the first 2 classes. A third course is tentatively scheduled for early May.

(D) SCAT Training and Calibration: SCAT program personnel arrived on 4 April, participated in classroom training on 5 April and field calibration on 6 April. The classroom training included the following topics: people, program and schedule; logistics; SCAT review; SCAT field data collection; SCAT data management; and safety. During the field calibration segment, SCAT teams visited Summer Bay and agreed on standards for conduct of the surveys. The SCAT Program Manual was approved by the Unified Command on 8 April. It will be posted on the Incident Website.

(E) Permitting Issues for the Upcoming Spring/Summer Operations Period

Land access agreements for land held by the St. George Tanaq Corporation were signed by both the Corporation and the Unified Command this week. This provides access for lands fifty-feet beyond the mean high water mark along the shoreline and any creeks in their lands. Thanks to Mr. Charles Brower for helping us get this done.

A plan was developed in the Environmental Unit working with the Alaska DNR to survey the high priority anadromous streams to ensure that the proper permits will be in place prior to the start of cleanup operations.

(F) Other Equipment: N/A

7. PERSONNEL DEVELOPMENTS/CHANGES:

Carla Crosby (ADEC) reported in and assumed duties of Deputy PSC.

Cindy Anderson (ADNR) reported in and is working on permitting and anadromous streams issues.

Howard Hile relieved Jack Gallagher as RPIC on 4 April.

The following GMS Spill Management Team personnel reported in during this past week:

Brian Gallant- Safety Officer

Kevin Malamma- Environmental Unit Leader

Twenty-one SCAT program personnel, including Federal, State, and RP representatives reported in.

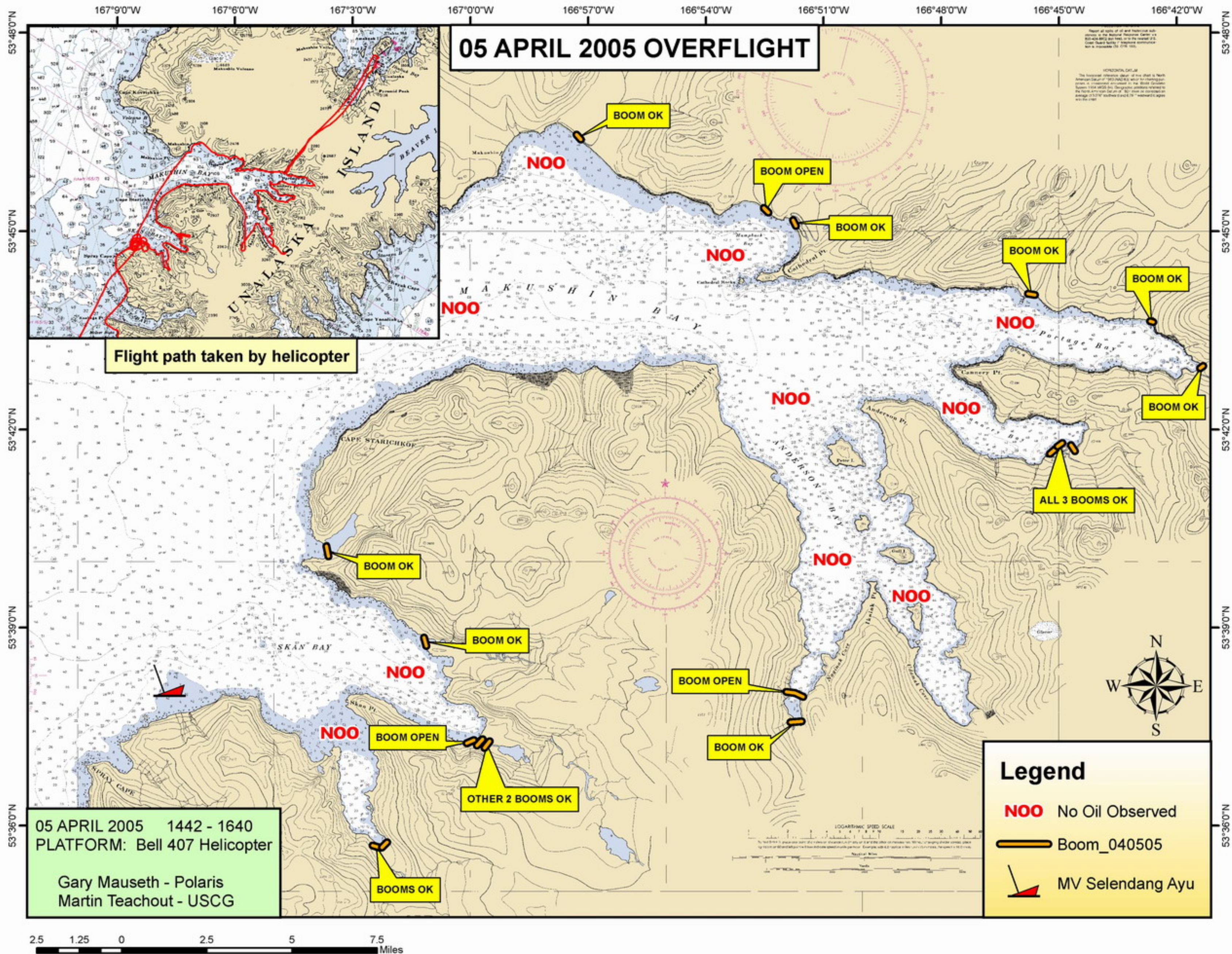
8. OTHER ITEMS TO REPORT:

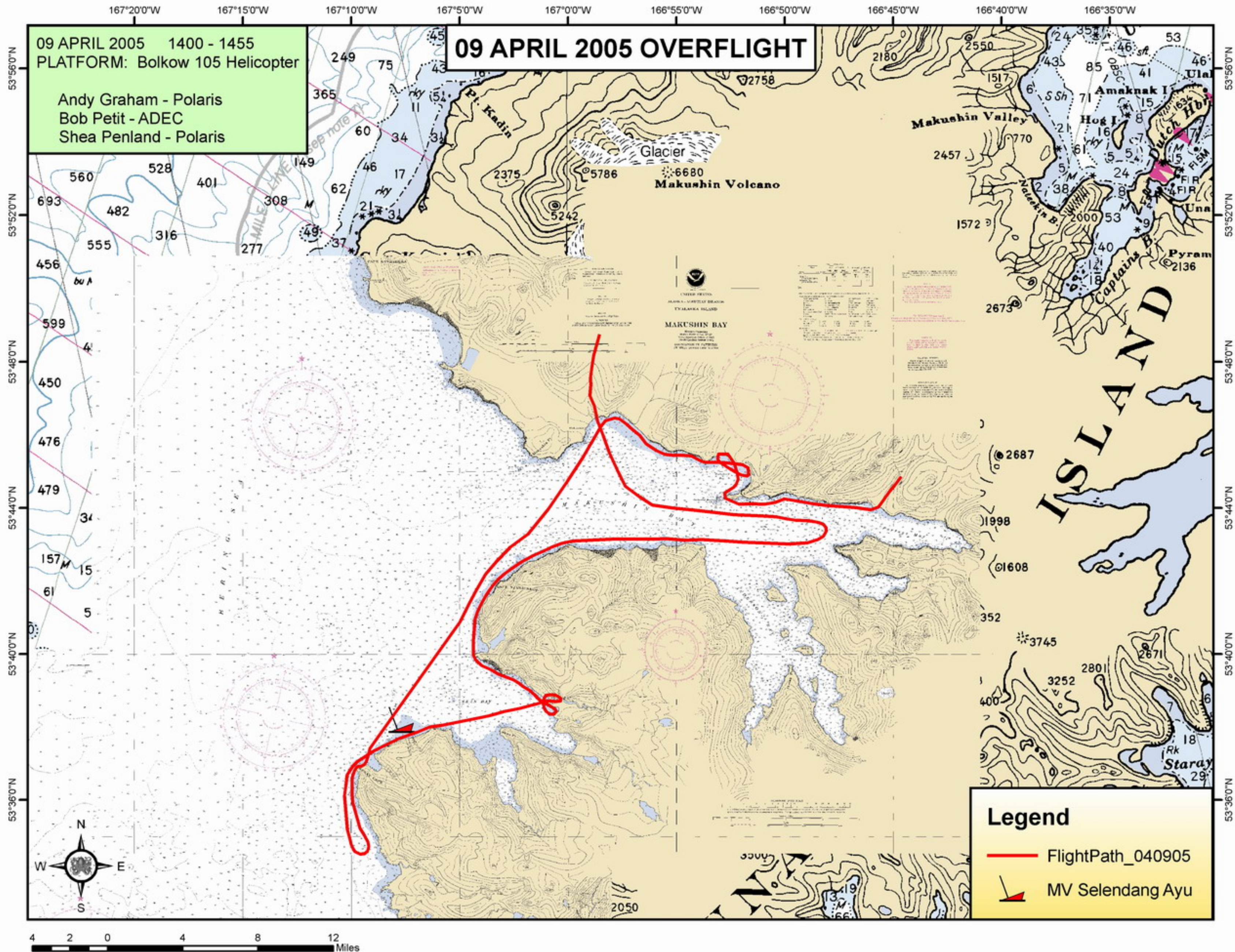
(A) Representative of the M/V SELENDANG AYU P&I Club arrived on 9 April. They are scheduled to remain in Unalaska for approximately 5 days, will receive briefings on the status of Winter response activities and Spring/Summer plans.

(B) A FAA Temporary Flight Restriction remains in effect for a 5 nautical mile radius around the location of the wreck.

Submitted by:

Howard Hile, RPIC/Gary Folley, SOSC/Capt. Ron Morris, FOSC





10 APRIL 2005 SHORELINE VIDEO OVERFLIGHT

