

**ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION**  
**Division of Spill Prevention and Response**  
**Prevention and Emergency Response Program**

**SITUATION REPORT**

**INCIDENT NAME:** Tug Twilite Grounding, Wood River

**SITREP #:** 2

**SPILL NUMBER:** 08269928101

**LEDGER CODE:** 14937260

**TIME/DATE OF INCIDENT:** The tug ran aground at approximately 10:00 PM on October 7, 2008. The incident was reported to ADEC at 8:20 AM on October 8, 2008 by Crowley Marine Services.

**TIME/DATE OF SITUATION REPORT:** 1:00 PM on October 10, 2008

**TIME/DATE OF NEXT REPORT:** 1:00 PM on October 11, 2008

**TYPE/AMOUNT OF PRODUCT SPILLED:** The spill volume is unknown; the tugs crew pumped water from the engine space immediately after the incident. Crowley Marine Services reported that there was an estimated 1,925 gallons of diesel fuel and 30 gallons of lube oil on board the tug at the time of the grounding. The engine room was flooded with an estimated 3,000 gallon of oily water in the engine space. During the incident the Tug Twilite was pushing the 105 foot fuel barge Sea Lite 1. The fuel barge was empty and was safely anchored shortly after the grounding.

**LOCATION:** Wood River, approximately half a mile downriver from the Aleknagik Lake. Coordinates for the grounding location are 59° 16.2 North Latitude, 158° 35 West Longitude.

**CAUSE OF SPILL:** The US Coast Guard is investigating the cause of the incident.

**POTENTIAL RESPONSIBLE PARTY (PRP):** Crowley Marine Services

**RESPONSE ACTION:** During the afternoon of October 8, 2008 the containment booming of the fuel barge Sea Lite 1 and tug Twilite was completed. In addition the US Coast Guard completed a shoreline and wildlife survey of the river 1 mile downstream from the incident and found no indication of any fuel release.

During the evening all the diesel fuel (1,925 gallons) was transferred from the tug to the fuel barge. The crew accessed the starboard fuel tank through an access cover and conducted an internal visual inspection. They found no indication of any damage. Monitoring of the engine space water level found an increase of 9" during the late evening high tide. This meant the engine space still had free communication of water through the hull where the crew had attempted to place an emergency patch immediately after the grounding. The Tug Belya Kuropatka (BK) arrived in Dillingham but was too late to make the evening tide to the grounding location.

On October 9, 2008 a confined space entry survey of the engine space found a 12" X 5" transverse fracture on the starboard side just forward of frame 11. Sounding around the vessel determined that the tug is basically sitting on the bottom. Salvage calculations have determined that once a satisfactory patch is placed over the fracture and the engine space is pumped out, the tug will easily refloat.

October 10, 2008 the Tug (BK) arrived on scene from Dillingham on the early morning high tide. Crowley Marine Services has submitted a Salvage and Transit Plan to the US Coast Guard and ADEC for review and approval.

**SOURCE CONTROL:** Immediately after the incident an emergency patch was placed over the 12"x 5" fracture.

**RESOURCES AFFECTED:** None reported at this time.

**FUTURE PLANS AND RECOMMENDATIONS:** An inspection of the towing equipment will be completed prior to the transit. Two response personnel using confined space entry procedures will complete a patch to the damaged area using marine epoxy putting (plash zone), cement, a steel strong back and bracing. Prior to dewatering

the engine space all the free oil floating in the engine space will be removed. Upon receiving the written salvage, transit, and waste management plan the US Coast Guard and ADEC will review and determine if the plans can be approved.

Upon approval of the above plans the vessel will be dewatered and moved on this evening's high tide to a Crowley Marine Services facility where more permanent repairs can be made.

US Coast Guard staff on site will continue with direct oversight of the salvage operation. ADEC will continue to monitor the situation and provide additional support as needed.

**WEATHER:** Cloudy with areas of fog in the morning, mixed snow with rain, highs in the mid 40s, Southeast wind 20 mph.

**UNIFIED COMMAND AND PERSONNEL:**

Incident Commander: Walt Tague, Crowley Marine Services  
 F.O.S.C. Capt. Mark Hamilton, USCG Sector Anchorage  
 S.O.S.C. Gary Folley, ADEC

**FOR ADDITIONAL INFORMATION CONTACT:** John Brown, at (907) 269-7688

**AGENCY/STAKEHOLDER NOTIFICATION LIST**

This sitrep has been distributed via email to the Governor's office, ADF&G, ADNR, SECC, USEPA, USDOJ, NMFS, USFWS, and USFS in addition to the following.

AGENCY	NAME	Sent Via		Telephone	Facsimile
USCG Sector Anchorage	USCG-Office	Fax		271-6700	271-6751
USEPA	Matt Carr	Fax		271-3616	271-3424
OTHER	NAME	Sent Via		Telephone	Facsimile
Aleknagik City Administrator	Patty Heyano				842-2107
Native Village of Aleknagik	Wassillie Ilustik, President			842-2080	842-2081
Aleknagik Natives Ltd.	Bobby Andrew, President			842-2385	842-1662
BBNA	Courtenay Carty	Email		842-5257	842-5932
Bristol Bay Borough	Nathan Skinner	Email	fire@theborough.com	246-4224	246-6633
			<b>Session/Interim</b>		
<b>Senate S/ Bethel</b>	Lyman Hoffman	Fax	Anchorage 5/16 - 1/09 Juneau 1/10 - 5/15	543-3541 465-4453	543-3542 465-4523
<b>House 37/ Bethel</b>		Fax	Bethel 5/16 - 1/09 Juneau 1/10 - 5/15	486-4942 465-4942	465-4589 465-4589