

SCOMM

79:4



A LOCAL EMERGENCY RESPONSE TEAM

P.O. BOX 194, SELDOVIA AK. 99663 (907)234-7400
FAX 234-7699

January, 17, 1991

Dear House Resource Commtee,

It is certainly important to congratulate and spotlight the improvements of the Kenai Pipeline spill of 1992 from the 1989 Glacier Bay spill. We look forward to Bob Williams promise of a valve placement so this will not happen again...prevention first. Let us not be so easy in criticism as to not fix the obvious fixable items.

Foremost on the "repair" list would be for CISPRI and ADEC to contract the S.O.S. Team as part of the response team for the Inlet. The present fishing vessels that are contracted out of Kenai by CISPRI are laid up the majority of the year, they are drift boats, too small for the rigors of winter response. We know our waters, weather; boats, owners, and operators. The S.O.S. Team includes over 225 vessels; of that are many of the large seiners, crabbers, and longliners of Kachemak Bay and the lower Inlet's ice free waters. Five of these boats responded to the spill and many were in a ready state (2-4 hours underway from port) for many days. We were not part of industry or CISPRI response plans, yet, we offered to help and were asked to contribute.

Our boats did help make the response somewhat successful. It would be far more effective to fund an organization like S.O.S. Team, work out contractual kinks with industry and move forward as a team. We are down to our last few thousand dollars. We proposed and submitted budget proposals to ADEC and CISPRI of \$238,000 for 1991. CISPRI's budget is \$10 million which no longer includes CIRCAC funding. The ADEC is the overseer of the 470 funds. Neither made any reasonable offers. As a volunteer group we have helped our community, we run a recycling

program in town, we interact with the school in recycling, we help sponsor the coastwalk, and our "halibut on a bun" is becoming a favorite at Seldovia's July 4th celebration.

To fund this organization, S.O.S., is to open the door to other Alaska coastal communities to become active and concerned enough to provide vessel response. The S.O.S. concept would work great in Southeast or out west. It would provide a job or two in communities and bring together citizens in a region. It would increase public trust in industry and definitely replace complacency with a newfound activism. I have included a copy of our budget to show what (less than 2% of CISPRI's budget) \$238,000 would provide. Also, I have included points made in the tele-conference of January 15, and a brief chronology of events from our emergency log of January 4. I thank you for allowing us to participate.

Sincerely,



Karl Pulliam
S.O.S. Team Board member & Teleconference representative.

15-20

East Forelands Spill 1-4-92

F/H Lady Shirley

approx Noon - SOS member called office Patty Hansen took call contacted CISPRI and was instructed by Jerry Sutton to list 800 Hp or above boats. Faxed monthly 130pm availability list then was instructed

> Faxed list of 7 boats plus secondary list to Jerry Sutton left K. Pulliam # for contact or boat owners/operators.

4⁰⁰ (From Home) Contacted Lisa Parker / Lynda Honeywell / RCAC at CISPRI Response Center 776-5520. Expressed concern of non-contact of SOS Team. USCG notified at 10

6¹⁵ Contacted Lisa Parker at CISPRI Response. TV 2 indicated boats were responding from Homer and Seldovia - was unaware of Seldovia boat contact... elaborate please - 7 boats from S.H.

6³⁰ → Contacted Jerry Sutton CISPRI Logistics, was advised that a need existed for 3 more large boats due to team size & water conditions. Advised J.S. I would contact boats and have 3 ready in 2 hours for response. Asked about contract considerations will refer contact boats to J.S. for contract questions. Boats would be contracted by CISPRI, though.

6⁴⁰ Contacted Mike Miller would be ready with F/V Independence left for SOS office

JAN-21-92 TUE 16:07

Training & Drills

ICS	\$10,000
Haz-Mat	\$5,000
Boom Tactics & Response	\$5,000
First Aid	\$1,000
Sub-Total	\$21,000

Equipment Depot

Warehouse Rent	\$9,600
Warehouse Utilities	\$1,200
Hand Cart	\$150
Pallet Jack	\$500
Tools	\$600
Maintenance & Supplies	\$1,200
Decontamination Equipment	\$5,000
Fuel	\$800
Sub-Total	\$19,050

Total	\$238,438
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A LOCAL EMERGENCY RESPONSE TEAM

P.O. BOX 194, SELDOVIA AK. 99663 (907)234-7400

FAX 234-7699

Tele-conference transcript: January 15, 1991.

The S.O.S. TEAM is a non-profit local response organization made up of Kenai, Homer, Seldovia, Port Graham boats and citizens with an office in Seldovia. We were established for the purpose of becoming Initial responders to spill emergencies in Kachemak Bay and lower Cook Inlet. There are currently over 225 vessels and 56 trained responders listed in the S.O.S. Team's computerized resource data base from ports all over the Kenai Peninsula. Many of the skippers and crews have gained experience in responding to oil spills by working the Glacier Bay, Exxon Valdez, spills in Seldovia harbor, and now the Kenai Pipeline oil spills. We provided 5 of the 11 boats which responded (albeit much slower then we would have, had we been called earlier). We are very much in a position to offer some critical points, I hope you will give me your full attention.

1st. Spill occurred under ideal conditions, it was a small amount nearly on shore, in good weather, and just miles from CISPRI Head Quarters and their equipment and personnel. Yet, not enough equipment and personnel were available soon enough. I know this because the S.O.S. Team provided boats and we are not part of any Inlet oil producer or shippers contingency plan. This oversight in response could be remedied by contracting the S.O.S. Team as a responder, to assist CISPRI. Had the S.O.S. Team been contracted previous to the spill and included in spill contingency plans, our boats could have been on scene at 1st daylight on Jan 4 providing adequate personnel and equipment which was needed for a successful response.

2nd. Communication needs major improvement with the whole Inlet, Southern Inlet townships were not notified, Anchor Point, Homer, Seldovia, English Bay and Port Graham learned of the Spill the way Tatitlek did in 1989... by the evening news! These are the communities in the path of Inlet spills. More important the largest data base responder of

boats with trained personnel, The S.O.S. Team was not notified- We offered our services to CISPRI. The reason for the slow response of boats once contact was made was that CISPRI did not accept our Alyeska contracted boats, then they were not able to fax a copy of their contract to our Seldovia office until nearly 11 p.m.

3rd. As in the Exxon spill, local expertise and knowledge is not being utilized. Use of citizen response groups is essential. Citizens cleaned up the Glacier Bay spill, citizens cleaned up the Exxon spill. As in PWS, Cook Inlet industry should be incorporating a plan to use coastal community response organizations like S.O.S. Presently PWS RCAC has a feasibility study completed on this very system Coastal community response groups like S.O.S. Teams in Tyonek, or Ninilchik, Anchorage, and especially Kodiak, would provide for the needs of the Inlet.

Summary: Cook Inlet is a highly industrialized body of water - there is a need for extensive improvement in the response system as provided by the minor spill at Nikiski. Had this been the Overseas Washington dumping 100,000 gallons off Anchor Point, the S.O.S. Team would have most likely been the initial responders.

Approp

6⁴⁵ PM Attempted contact of Anna Lane & Ushagat
No answers. Made List of available boats

7¹⁵ Contacted Dexter Ogle / Gladys E advised that
Buck Brown had Trina available called and was
also available. Activated both boats

7³⁰ Contact CISPRI Jerry Sutton for contract approach
contract will be sent, if needed, boats may not be.

8⁰⁰ Gladys E, Independence, Trina standing by.

8¹⁵ Contact CISPRI for update. J.S. says do not dispatch
boats, need has minimized. Contacted skippers
stay ready, call in AM.

8³⁰ Contact CISPRI with status. J.S. instructs boats
to be deployed. Advise that contracts need to be
approved before boats respond. J.S. will send contract
as soon as he can get to Kenai office.

8⁴⁵ All boats & crew on stand-by awaiting contract
approval

9³⁰ Call CISPRI, contract status; J.S. has not been able
to leave office. Advise boats & crew readiness.

Approx

10¹⁵ Call CISPRI, J.S. has left will FAX contract from Kenai.

10⁴⁵ Contract FAX'd missing 2 pages from SOS FAX glitch. Try to contact CISPRI/Kenai, answer service instead. Call CISPRI IC, Vicki will have Bill S. send pages from Kenai, advise of questions to be answered.

11²⁵ FAX of 2 pages from Bill S. Call w/ Mike M and Dexter O about contracts.

11⁴⁵ Contact Tim Werba for response w/FV Independence

11⁵⁰ FAX signed copies to Bill S. for signature & return.

11⁵⁹ FAX copies back to SOS with Bill S. signature

12¹⁰ SKIPPERS & CREW to boats. Tim Werba en route.

12⁴⁰ AM Boats underway 1¹⁵ close office

SOS call-ins

Piper

Roger

Stuart

JAN-21-92 TUE 16:09 0

9TH ANNUAL CONFERENCE

MEET ALASKA '92



THE NEW
ECONOMIC WORLD ORDER
ALASKA'S PLACE IN IT

Confirmed Speakers

Dr. Fadhil Chalabi
Executive Director
Centre for Global Energy Studies

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Lieutenant Governor
State of Alaska

H. L. "Skip" Bilhartz
President
ARCO Alaska, Inc.

Alvaro Rebollo Lopez
Director General of Sales
of State Owned Enterprises - Mexico

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Ichiro Yokose
Managing Director
Mitsubishi Corporation

James B. Hermiller
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Alyeska Pipeline Service Company

David C. O'Neal
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U.S. Department of the Interior

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<u>BUDGET ITEM</u>	<u>BUDGET</u>
<u>Administration</u>	
Office Rent	\$4,800
Utilities	\$2,640
Supplies	\$4,800
Phone	\$3,600
Postage	\$2,400
Copier	\$2,400
Pager	\$768
Liability Insurance	\$2,500
Auto Insurance	\$600
Freight	\$1,200
Travel	\$7,500
Per Diem	\$6,000
Office Equipment	
Answering Machine	\$130
Typewriter	\$250
Slide Projector	\$350
Screen	\$300
Tape Recorder	\$200
Vacuum Cleaner	\$100
Teleconference Equipment	\$200
<u>Projects</u>	
Membership Services	\$1,900
Training Printing	\$2,000
Workshop	\$10,000
Sub-Total	<u>\$54,638</u>
<u>Salaries</u>	
Program Director	\$45,000
Office Manager/Bookkeeper	\$25,000
Response Depot/Recycle	\$15,000
Benefits	\$46,750
Sub-Total	<u>\$131,750</u>
<u>Safety</u>	
Safety Equipment	\$5,000
Safety Supplies	\$1,000
Sub-Total	<u>\$6,000</u>



**COOK INLET
AQUACULTURE ASSOCIATION**

HC 2, BOX 848
SOLDOTNA, AK 99689-9707
(907) 283-6781

January 16, 1992

House Resources Committee
Via Telefax 465-2299

To be included in Cook Inlet Oil
Spill Hearing Record of 1-15-92

Dear Resources Committee Members:

I was invited to participate in yesterday's hearing regarding the recent oil spill from the Kenai Pipeline facility. Teleconference time expired before I could offer the following observations:

* NO OIL SPILL IS GOOD; NONE OCCURS AT A GOOD TIME. All spills represent failure of men, equipment and control systems.

* MOST OF THE OIL SPILLED WAS NOT RECOVERED; even though weather was good, the spiller properly assumed responsibility and response was expert, prompt, coordinated, well intentioned and "successful".

* THIS IS AT LEAST THE SEVENTH SPILL TO AFFECT COOK INLET SINCE "GLACIER BAY" IN 1987. (includes a 1988 incident which fouled fishing gear but is called the "phantom" spill)

* SPILLS PREVENTED RESULT IN NO FINE, NO COMPENSATION, NO MITIGATION, NO ENVIRONMENTAL DAMAGE AND NO NEGATIVE PUBLICITY.

* SPILL PREVENTION MUST BECOME THE PRIMARY FOCUS of elected officials, regulatory agencies, oil facility operators, CISPRI (the "P" stands for "prevention") and Cook Inlet Regional Citizen's Advisory Council.

Sincerely,

Thomas E. Mears,
Executive Director

cc: Tim Huber, Peninsula Clarion

STATE OF ALASKA

WALTER J. HICKEL, GOVERNOR

DEPT. OF ENVIRONMENTAL CONSERVATION

OFFICE OF THE COMMISSIONER
410 WILLOUGHBY AVENUE, SUITE 105
JUNEAU, AK 99801-1795

Phone: (907) 465-5000
Fax: (907) 465-5070

January 15, 1992

STATEMENT FOR THE HOUSE RESOURCES COMMITTEE AND SPECIAL COMMITTEE
ON OIL AND GAS, JAN. 15, 1992 HEARING ON THE COOK INLET OIL SPILL
BY JOHN A. SANDOR, COMMISSIONER, DEPT. OF ENVIRON. CONSERVATION

Mr. Chairman, thank you for the opportunity to participate in this important hearing.

Although we are nearing the third anniversary of the Exxon Valdez Oil Spill, State of Alaska, Federal Government agencies, the Oil Industry and various private organizations are still evaluating that spill. We are also working together to develop plans programs and techniques to prevent such incidents and to develop better response capability when they do occur. We have been working together in training sessions and spill drills under a variety of scenarios and locations. These cooperative efforts are intended to develop a strong partnership response in the event of an oil or hazardous substance spill.

However, spill drills still lack the reality of actual conditions and unforeseen problems. We have not been able to effectively, simulate an unexpected, oil on water spill, under winter weather conditions. The oil spill incident which occurred sometime before midnight on Friday evening at the Kenai Pipe Line Company dock in Nikiski came close to meeting that objective.

Although this spill was unfortunate, it did enable us to test our response capability, without apparent, significant resource damage. The discovery of this spill, shortly after midnight, early Saturday morning, January 4, triggered a series of response actions which are now being evaluated. The conditions were real and many lessons were and are being learned.

Although the investigations are still underway, it is very appropriate that your Committees evaluate this incident, and take whatever actions you deem appropriate that will help strengthen our prevention and response capability. The Department of Environmental Conservation and the many other organizations involved in this partnership effort are very eager to share information and to work together in critiquing this incident and the actions taken.

Page two - House Natural Resources and Special Committee on Oil
and Gas Hearing - January 15, 1992

Accompanying this brief statement is a brief Chronological Summary of the events associated with the Kenai Pipeline Spill including a listing of the major Department of Environmental Conservation (DEC) activities associated with this incident.

I want to express the appreciation of the DEC for the excellent response by the organizations involved with this incident. All organizations involved recognize some deficiencies and problem areas that need attention. We will be preparing a critique of the containment and recovery operations that will be used for making refinements in future responses.

The Department of Environmental Conservation personnel who are here today (or on teleconference) to offer their testimony include the following:

Svend Brandt-Erichsen, State On-Scene Coordinator (SOSC)
Joe Sautner, Deputy SOSC
Mark Sienkiewicz, SOSC On-Scene Representative
Mike Conway, Director, SPAR Division

Thank you again, for the opportunity to testify.

KENAI PIPE LINE SPILL

- The Department has been participating on the Cook Inlet Spill Prevention and Response, Inc. (CISPRI) board (non-voting member) and on CISPRI committees, fostering a partnership with the industry spill response cooperative in Cook Inlet.
- ADEC, DNR, and ADF&G have been participating in table-top and on-water spill response exercises with CISPRI and the U.S. Coast Guard, practicing lines of communication, spill response organization, and conflict resolution. This spill response was much like one of the drills and lessons learned during the drills were applied to the response.
- The State implemented the new State Oil and Hazardous Substance Discharge Prevention and Contingency Plan following the notification procedures to other agencies and implementing the State's Incident Command System.
- DEC established a budget for use of the Response Fund spill reserve on the first day of the spill and is cooperating with other agencies to document state costs for cost-recovery.
- ADEC cooperated with the Coast Guard in conducting joint overflights, review and evaluation of a dispersant use request, investigation of the cause of the incident and monitoring and evaluation of the adequacy of cleanup.
- ADEC established specific objectives for monitoring the response and positioned a response team in the command post in Kenai. Additional staff were stationed in Anchorage and Juneau to assist with public information needs, coordinating the use of other department resources and keeping management apprised of the status of the response.
- Although the overall response benefitted tremendously from the spill drills and interaction during review of the contingency plan some problems were encountered. The Department is currently reviewing the response activities and will be preparing a critique of the containment and recovery operations that will be used for making refinements in future responses.
- The Department has sampled the source and defined the area of contamination. Additional surveillance will be conducted in response to any reported observations of oil or tarballs in Cook Inlet. Impacts to date have been minimal and the majority of the oil was concentrated in prominent Cook Inlet tide rips.

STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Kenai District Office P.O. Box 1207 Soldotna, Alaska 99669
Phone: 262-5210 Fax: 262-2294

M E M O R A N D U M

TO: Commissioner John A. Sandor **DATE:** January 15, 1992
Department of Environmental Conservation
Juneau, Alaska

THRU: Lynn Kent
Joe Sautner
Svend Brandt-Erichsen

FROM: Mark Slonkewicz **SUBJECT:** Kenai Pipeline Spill
Kenai District Office Chronology

Please find attached a Draft Chronology of the events that followed the release of crude oil from the Kenai Pipeline Company on January 4, 1992. The Chronology was prepared using available notes and data and contains only the most pertinent events of the spill. It should be noted that this document is a draft and may contain minor inaccuracies in times or events. A more accurate and detailed chronology will be prepared in the future.

Please do not hesitate to call me at 262-5210 if there are any questions.

DRAFT
Oil Spill Chronology
Kenai Pipeline Company East Forelands Spill
ADEC Spill Number 92-2-3-1-004-1

January 4, 1992

- 0015 Workers on the Rig Tender's Dock (RTD) located north of the Kenai Pipeline Company (KPL) and Tesoro Dock in Nikiski observe a large amount of oil on the water surface. Tesoro and KPL are notified. The spill source is found to be a ruptured ballast water line located on the KPL dock.
- 0132 KPL manager Bob Williams notifies the Alaska State Troopers (AST) of the release. AST then notifies the Department of Environmental Conservation (DEC), Kenai District Office.
- 0150 ADEC's primary responder for the district, Mark Sienkiewicz, receives a verbal briefing by Mr. Williams that a 400 barrel crude oil released occurred from the KPL facility at approximately 0100. Spill source was stopped. The tide was at flood at the time of the spill. District Office Manager and Regional Administrator are advised.
- 0300 ADEC responds to the KPL office. Mr. Williams provides update on spill. Oil is located approximately 4-6 miles north of RTD. CISPRI is conducting the on-water response. KPL taking full responsibility for spill. Motor Vessel (M/V) Banda Seahorse on scene and foxtail skimmer operational at 0255. Other CISPRI equipment being mobilized to scene. Verified that USCG and CIRCAC were notified.
- 0330 - 0730 ADEC notifies Kenai Peninsula Borough, Department of Fish and Game (AF&G) Habitat Division, and the Regional SPPM Program Manager.
- 0345 ADEC inspects RTD area. Observes oil sheen in water on flood current.
- 0415 ADEC and USCG jointly inspect pipe rupture to document conditions.
- 0830 M/V Monarch enroute to spill location.
- 1030 First helicopter overflight of spill occurs at first light. Oil slick is in area located between 1 and 10 miles offshore, from Nikiski to the Kenai River, in a narrow band approximately 300 feet wide.
- 1100 Additional ADEC personnel are requested for assistance from the SCRO.
- 1150 Coordinated Command Meeting - M/V Banda Seahorse and M/V Monarch located in oil slick and skimmers operational. Additional CISPRI equipment being mobilized including additional barges, motor vessels, oil skimmers, fishing vessels, and personnel.
- 1320 ADEC inspect the cleaning of an oiled hull of a barge located at RTD.
- 1510 ADEC personnel from District Office collect oil samples from KPL ballast water tanks.
- 1530 Helicopter overflight observes a wide oil slick, 10 miles long and 1/2 mile wide, approximately 10 miles west of the East Forelands. Slick consists of broken patches of brown and black oil, intermixed with brown sheen. M/V Monarch and Banda Seahorse observed skimming oil.

- 1600 Command post relocated from the KPL office to the Unocal Camp.
- 1700 ADEC receives dispersant application from KPL. USCG approves test application of dispersant for 1/5/92 to in an effort to minimize impacts to Kalgin Island. Report from CISPRI/ADEC/USCG east beach survey is that only minor sheen is located ashore in small area just north of RTD.
- 1730 ADEC begin arriving from Anchorage to assist at Command Post. Radio tracking buoys deployed in oil.
- 1930 ADEC's site safety plan is prepared. ADEC reviews dispersant application.

January 5, 1992

- 0200 M/V Banda Seahorse and Monarch lose visual contact with oil, cease skimming operations and enroute to RTD to off load collected oil/water mixture.
- 0205 M/V Champion reports from Homer that tow-line for the ZPC-401 lightering barge is not sufficient.
- 0600 Weather briefing indicates deteriorating weather conditions for 1-5-92.
- 0700 Meeting with KPL's consultant Hartech to discuss air traffic safety and sensitive habitat protection issues. AF&G consulted. ADEC and USCG begin joint facility investigations.
- 0840 Coordinated Command Meeting. Tug Pacific Wind enroute from Anchorage to tow lightering barge from Homer to spill scene.
- 1005 ADEC requests mobilization and assistance of F&G habitat specialists.
- 1015 Helicopter overflight occurring.
- 1020 Discussion with KPL regarding their request for approval for Natural Resources Damage Assessment work.
- 1040 Discuss clam impacts with AF&G biologist Paul Reusch.
- 1100 ADEC specialist departs RTD via M/V Resolution, enroute to M/V Banda Seahorse to observe on-water skimmer operations.
- 1120 USCG requests comments and concurrence on dispersant test application based on oil slick projected trajectory to impact Kalgin Island. ADEC confers with CIRCAC and concurs on test application. Test application subsequently fails due to high viscosity of solution at cold temperatures.
- 1140 KPL and ADEC personnel depart Nikiski via helicopter for the collection of soil samples along potential impact areas.
- 1245 Briefing by Bob Williams indicates that the M/V Monarch and Banda Seahorse are presently in oil and skimming. A flexfloat barge with a foxtail is loaded and enroute to slick. One section of ocean boom is being deployed with a fishing vessel. The lightering barge is enroute.
- 1345 Coordinated Command Meeting. Oil is located in two slicks located 2 and 5 miles east of Kalgin Island. The slicks consist primarily of sheen, with some black tar balls. the skimmers are now only semi-effective. Boom being utilized for concentration of the oil.
- 1410 ADEC grants approval to Cook Inlet Pipeline Company to release fast water and sorbent boom from the facility inventory to be utilized for sensitive habitat protection at Kalgin Island. AF&G habitat specialist and additional ADEC personnel

- arrive at command post. Sensitive habitat protection strategy meeting is conducted. Protection boom being staged to Kalgin Island.
- 1730 ADEC and AF&G meeting is conducted to discuss briefing of incident, personnel functions, and safety.
- 1900-2400 Command post manned.

January 6, 1992

- 0600 Equipment and personnel being readied for operations at command post.
- 1000 Helicopter overflight of spill. Oil slick located approximately 6-8 miles southeast of Kalgin Island. The oil is observed in a broken band approximately 1-2 miles in length. The oil appears to be a light to medium sheen with areas of tar balls, mainly concentrated in the southern area of the slick.
- 1055 ADEC completes beach survey from RTD north along the east shore of Cook Inlet. No evidence of any oil is found on the beach.
- 1240 ADF&G habitat specialist departs command post to RTD for overflight.
- 1310 ADEC and AF&G attends fixed wing overflight of Cook Inlet. A rainbow sheen was observed 13 miles northwest of Anchor Point. The oil sheen was observed to be 3/4 miles long by 200 yards wide. The oil appeared as a silvery sheen, with irregular patches of dark brown medium sheen, no tar balls observed.
- 1525 Briefing by KPL/CISPRI indicates that the ZPC-401 Barge is presently located in Snug Harbor. The Glacier landing craft is located 6 miles east of Kalgin Island awaiting pick-up of oil. The Point Hope barge is located 1.5 miles off Swamp Point and has fishing vessel towing boom for recovery operations. The M/V Banda Seahorse and Monarch is conducting skimming operations off Kalgin Island. The Twilight, Nanook, and Arch One landing crafts are located on standby off Swamp Creek for sensitive habitat protection. 4 fishing vessels are located near Kalgin Island towing containment boom.
- 1620 Skimming vessel Monarch moving south to 13 miles west of Ninilchik to begin skimming operations in area of 1310 hrs oil sighting.
- 1800 CISPRI conducted a joint briefing on the days activities, recovery operations will continue as long as the vessels can stay/see the oil.

January 07, 1992

- 0700 CISPRI briefing indicated that the M/V Banda Seahorse, Monarch, and the Point Hope discontinued skimming operations due to the difficulty in locating recoverable oil in the darkness. Standing by off south Kalgin Island.
- 0830 ADF&G and NOAA are working on a beach survey plan to determine the priorities for beach survey flights.
- 0930 ADEC and AF&G begin helicopter overflight and beach surveys on west side of Cook Inlet.
- 0935 Helicopter overflight of Inlet spill area.
- 1005 Fixed wing twin otter overflight of Cook Inlet. Attending overflight is CIRAC,

AF&G, CISPRI, and KPL

- 1200 Coordinated Command Meeting. ZPC-401 lightering barge released from spill and will be enroute to Homer. Glacier and Point Hope to be utilized for decontamination operations.
- 1300 Fixed wing overflight reports no observation of oil. The overflight left Kenai and flew south along the coastline to mid-Kachemack Bay, turned north due to poor weather conditions, then proceeded west to Dry Bay, and again began flying north along the west coast of the Inlet to Harriet Point and then east along Kalgin Island and then returned to Kenai Airport.
- 1300 Helicopter overflight of Inlet reports no oil observed. The overflight left RTD, flew west to the mid channel rip and then turned south and flew along the rip. Flight discontinued due to poor visibility and icing problems, landed at Homer airport to refuel. Departed Homer and flew north to the mid channel rip followed the mid channel rip to Kalgin Island and flew the west side of the Island and then returned to Rig Tender's heliport.
- 1600 Coordinated Command Meeting. No oil spotted in overflights. Decontamination of vessels and equipment to commence on 1-8-92. Twin Otter Fixed wing aircraft to standby in Anchorage for possible overflights. M/V Banda Seahorse and Monarch to standby at decontamination area in the event that additional oil is located. These two vessels will be decontaminated last.

January 8, 1992

- 0800 ADEC demobilizing personnel and equipment from command post. Organizing documentation and evidence. Investigations at KPL facility continuing. ADEC specialist mobilizing to Kalgin Island area to observe decontamination activities which was commencing.
- 1000 Fixed wing overflight of Cook Inlet from West Forelands to Augustine Island. No oil observed.

January 9, 1992

All out-of-district ADEC and AF&G personnel demobilized from spill. Investigations and decontamination oversight continuing.

January 10, 1992

Investigation and decontamination oversight continues.

January 11, 1992

Oversight of decontamination activities continuing.
2330 Decontamination oversight completed.

January 12, 1992

ADEC inspects solid wastes and oversees collection of RCRA hazardous waste samples.

January 13, 1992

Investigation and oversight activities continue through week.

**Representative Gail Phillips' Presentation to:
House Special Committee on Oil and Gas
January 15, 1992**

Thank you, Chairmen Hudson and Davidson, for providing Alaskans the opportunity to share their thoughts on the Kenai Oil Spill of January 4th.

As a legislator in the District where the spill occurred, I maintained continual contact with the organization in charge of the clean-up, and I would like to have my observations included in this official hearing.

I will touch first on what I consider the high points of the clean-up effort:

- First, and most important -- because the clean-up effort was so efficient and well-coordinated, there was no damage to any wildlife or any shoreline;**

- Secondly, even though one barrel of oil is too much in our waters, it was encouraging to learn that the total amount of oil spilled was significantly revised downward from an estimated 400 barrel spill to a 171 barrel spill.**

- Next, the average percentage of oil normally retrieved during a spill is 10-15%. However, because of the skill and preparedness of the organizations involved in this clean-up, and because of favorable wave and wind conditions, an incredibly higher percent of the oil spill was recovered by the skimming vessels.**

- All the organizations involved - CISPRI, CIRCAC, the Coast Guard, DEC, and the Kenai Pipeline Company are to be highly commended for their immediate and professional response to this potential disaster. Three days after the first spill alert, the Coast Guard positively reported sighting no oil on the water.**

- I feel the response action taken by all the organizations involved showed outstanding joint effort and very effectively demonstrated the necessity and credibility of adequate training.**

Secondly, I want to focus on what I feel were the shortcomings of this clean-up effort, and to offer my suggestions for necessary improvements:

- First, the issue of the chemical dispersant and freezing temperatures must be addressed. Alaska has cold weather - how can anyone possibly approve a dispersant and a delivery system for that dispersant that cannot work at freezing temperatures? How can this possibly be incorporated into use on the North Slope?

- Second, it is essential that an automatic alarm system be installed on the pipeline that will immediately alert proper authorities of a spill. Also, I think improvements need to be made on the heating elements in the pipeline to prevent this type of break (one due to freezing) from occurring again.

- Third, I think CISPRI must increase their inventory of local boats available in the immediate Kenai/North Kenai area. They appear to have sufficient boats on stand-by in the Homer area, but the time involved in bringing a boat up from Homer to Kenai may be a waste of valuable response time.

- Fourth, CIRCAC needs to establish better communication and public relations procedures. Before another incident occurs, their board needs to identify one spokesperson for their organization. During this spill, conflicting statements were given to the Press from members of their Board and from their Executive Director. This makes it very difficult for the public to truly assess what is going on.

I have personally spoken with the individuals and organizations involved about these shortcomings and am in the process of following up in writing, what I see are the necessary improvements.

Having CISPRI in place in conjunction with the Citizen involvement of CIRCAC very effectively demonstrated that oil spills can be immediately cleaned up. As much as we abhor an accident involving oil and our oceans, it is encouraging to see the technological advances we have to respond to such incidences.

House Resources/Oil and Gas Committee Hearing on Cook Inlet Spill
1/15/91

Oil Reform Alliance Comments -- presented by Pamela Miller

My comments today are offered as constructive criticism and I thank you for the opportunity to testify.

Prevention/Pipeline Safety Issues

While oil industry and agency officials have been busy patting themselves on the back for the "successful" cleanup at Nikiski, important issues go unexamined. There is an astonishing lack of scrutiny regarding pipeline spill prevention. We need to closely examine the issues concerning the reasons it happened. This spill is a symptom of a nationwide problem which results in spills occurring on a disturbingly frequent basis across the United States. Given the hundreds of miles of pipeline adjacent and underlying Cook Inlet, the extremely high seismic risks and lack of oversight, pipeline safety issues must be given great scrutiny.

A January 1991 General Accounting Office (GAO) report pointed out that DOT/USCG is responsible for preventing oil spills from pipelines, but has not instituted a program to do so. The Coast Guard generally does not know the specific locations and operators of pipelines, and cannot adequately plan for or ensure timely response. Between 1980 and 1989, 3910 spills from landbased pipelines released 20 million gallons of oil into US waters, accounting for approximately 15% of all oil pollution during this period. These spills ranged in size from 1-3.5 million gallons, averaging more than 5,000 gallons each. Many of these spills were caused by rupture of the pipeline due to corrosion, failure of a valve or gasket, or damage from outside force.

The USCG has not implemented a prevention program because they lack the engineering expertise and has not dedicated funds to such a program. After this GAO report, Congress attempted to institute a bill which would tighten pipeline and tankfarm regulations. As oil industry officials congratulate themselves over the success of this spill, their lobbyists are back in Congress trying to gut these legislative reforms. Last year, DOT's office of Pipeline Safety considered 18 safety proposals and adopted only 2, falling victim to the oil industry's objections of cost. Construction standards then, consist mainly of those set by the industry. No wonder then that the industry is tying the hands of CIRCA in its attempts to initiate a Structural Integrity group to address pipeline issues.

Response

The most important issue here is that this spill response did not meet the response standards set in HB 587. The response did not meet those standards, although the conditions for cleanup were nearly ideal. The conditions of the spill -- that the spill occurred nearshore, winds moved the oil offshore and seas were relatively calm and ice-free -- makes us question why the cleanup was not effective. Luck is not

usually part of the spill equation and cannot be counted on.

Environmental Damage

It is very disturbing to hear agency and oil industry officials presuppose that there were little or no environmental damages simply because the oil did not wash ashore. A substantial amount of oil was not recovered. Although oil may have disappeared offshore and the environmental impact difficult or impossible to measure, this does not mean that the impact is non-significant. We must consider the chronic, long-term and synergistic effects of repeated small and periodic large spills, in addition to the substantial amounts of regulated and unregulated oil industrial wastes entering Cook Inlet. We continue to question the wisdom of allowing additional leasing and development in Cook Inlet without a comprehensive assessment of the long-term impacts.

Concerning the public hearing held via teleconference on January 15, it was completely unacceptable to deny people the right to testify given the level of concern about this spill. Many people had waited over 2 hours to provide their comment. These comments included those of residents and fishermen and are important in our collective efforts to improve spill prevention and response. We urge the committees to hold a complete public hearing on this matter.

I enter for the record two publications which have significant bearing on the Nikiski spill:

- 1) Pollution from Pipelines: DOT Lacks Prevention Program and Information for Timely Response, United States General Accounting Office Report to Congressional Requestors, January 1991.
- 2) The Oozing of America: While Our Pipelines and Tank Farms Dribble, Congress Doodles by Robert Rackloff. Washington Post, September 15, 1991.

EAST FORELANDS Spill

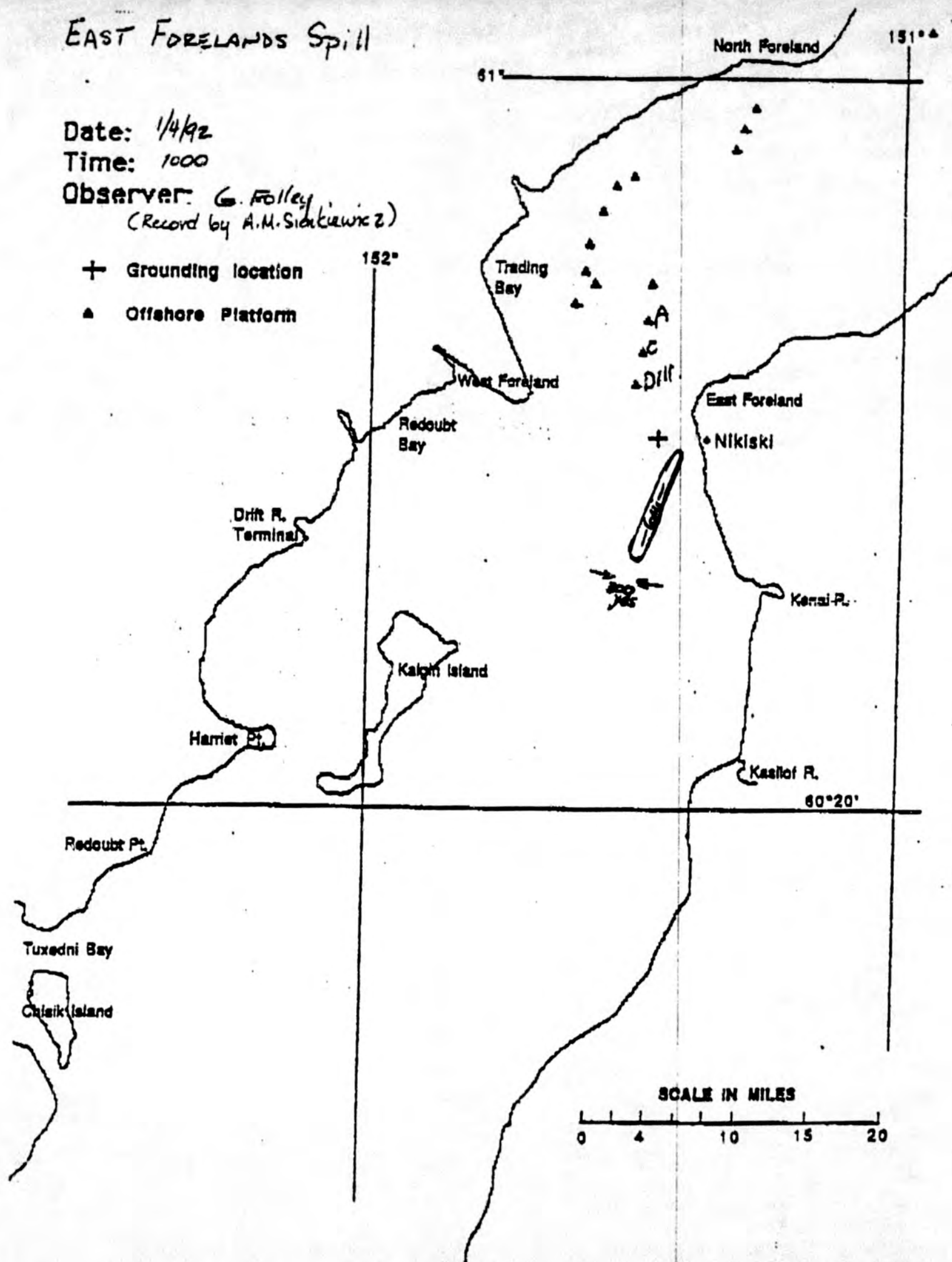
Date: 1/4/92

Time: 1000

Observer: G. Folley
(Record by A.M. Siskiewicz)

+ Grounding location

▲ Offshore Platform



SENT BY:

1-14-92 : 8:51AM : ADEC KENAI DISTRICT-

DEC - SCRO: 3

1/5/92 1300 UPDATE

EAST FORELANDS Spill AIR OBSERVATIONS

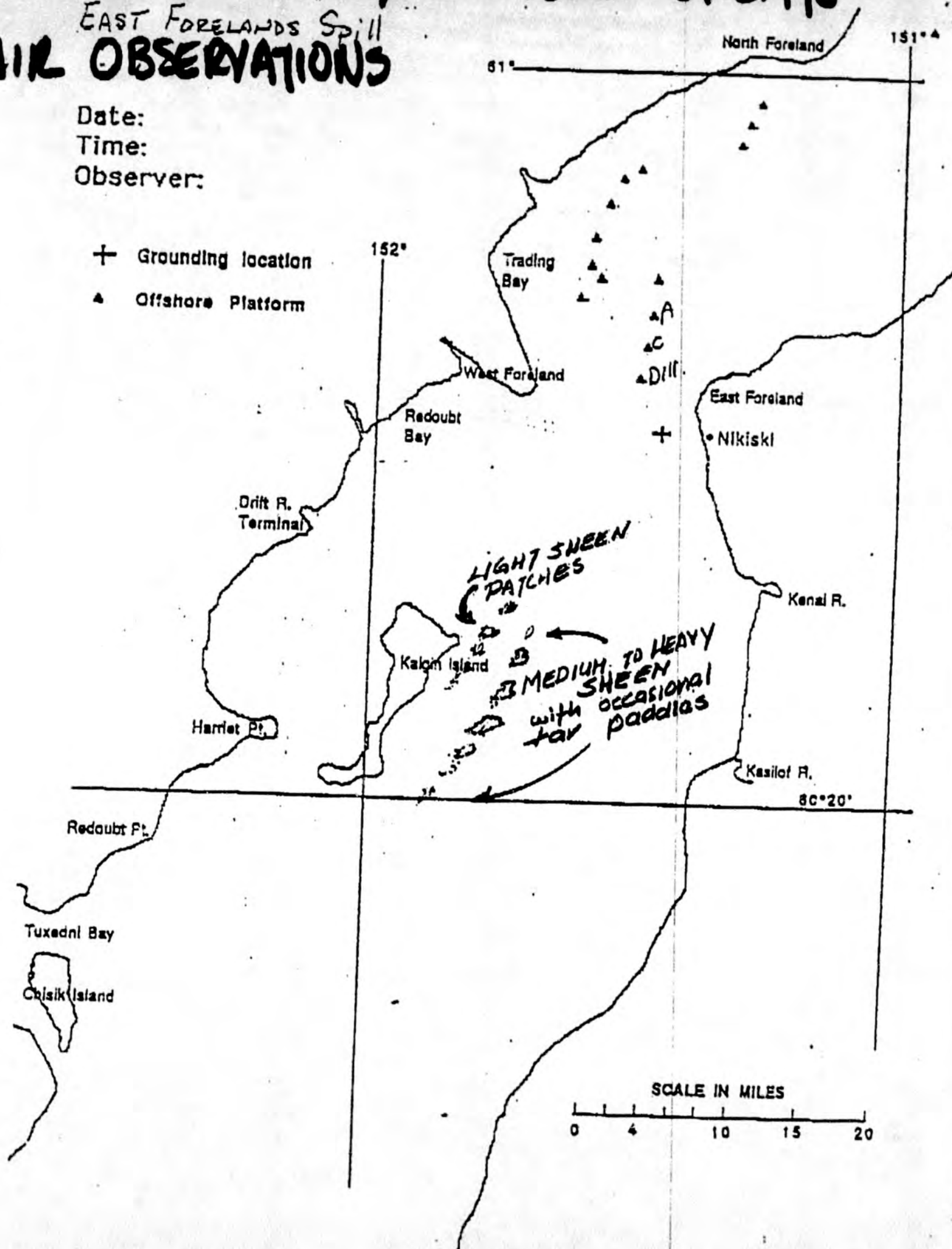
Date:

Time:

Observer:

+ Grounding location

▲ Offshore Platform



EAST FORELANDS Spill

92-23-1-004-1

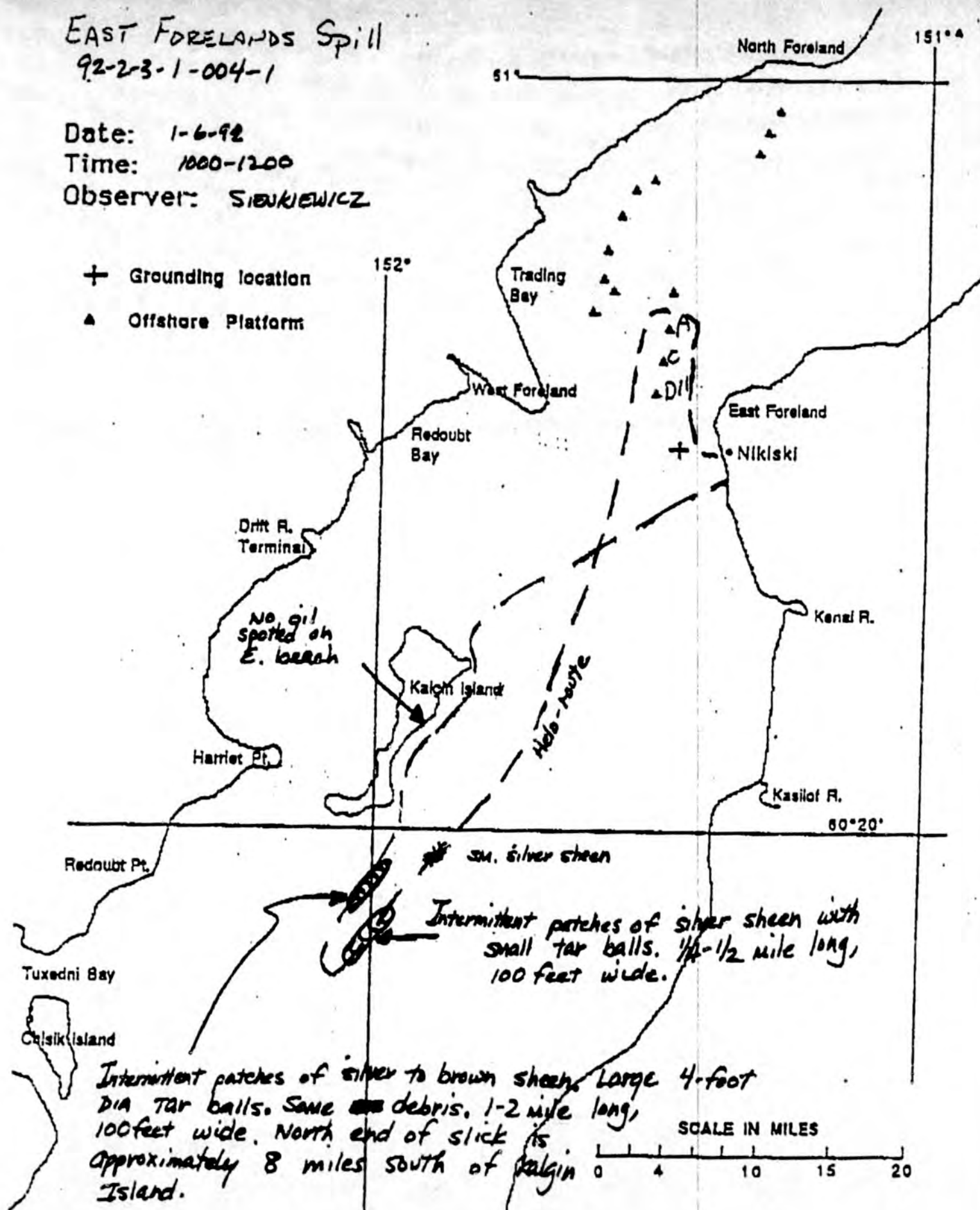
Date: 1-6-92

Time: 1000-1200

Observer: SIENKIEWICZ

+ Grounding location

▲ Offshore Platform



Weather at Kalgin - Snow, 32°, winds NNE 10KTS, 1' seas. Ceiling 400'.

~~CONFIDENTIAL~~

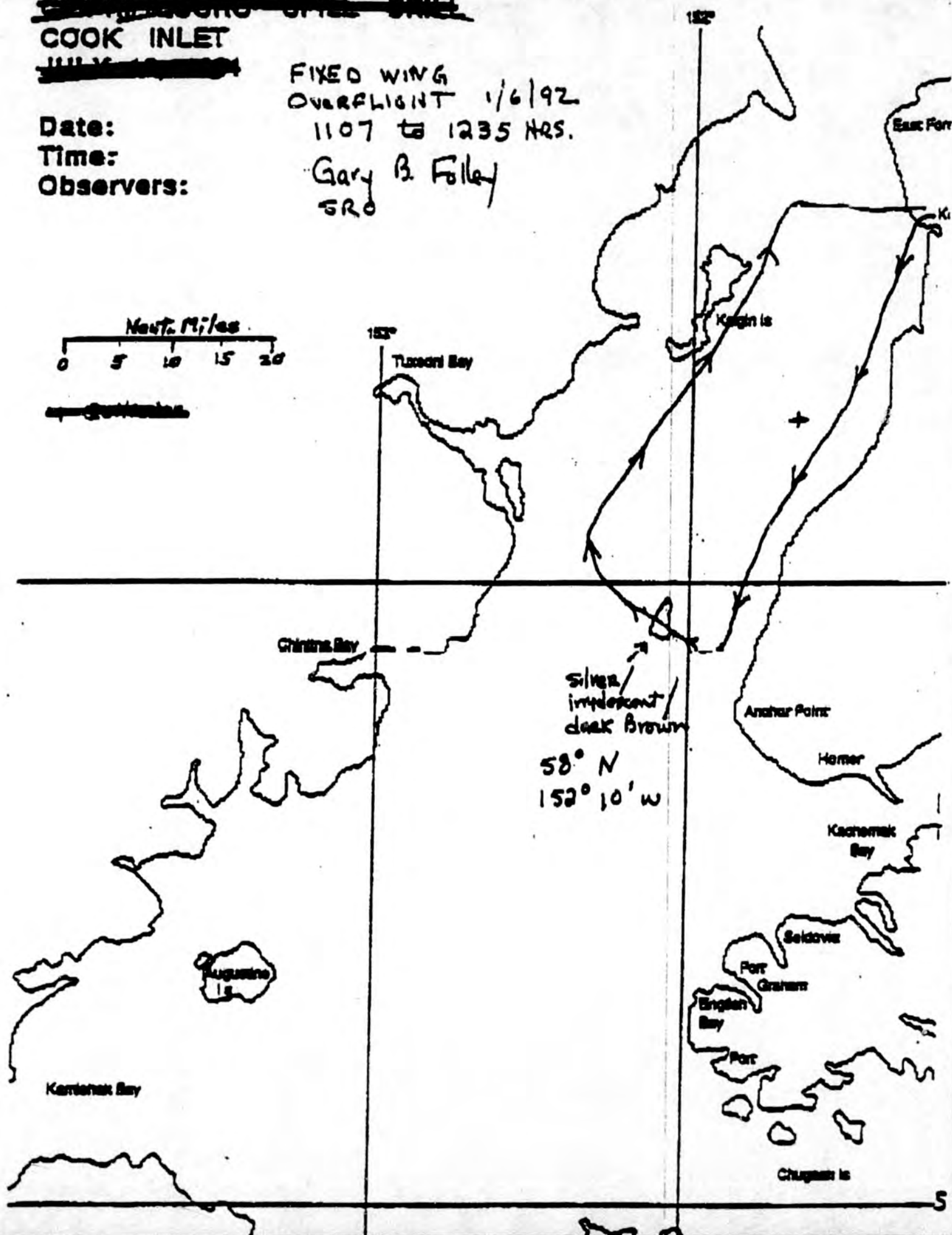
COOK INLET

~~CONFIDENTIAL~~

Date:

Time:

Observers:

FIXED WING
OVERFLIGHT 1/6/92
1107 to 1235 HRS.Gary B. Foley
SR0Naut. Miles
0 5 10 15 20~~CONFIDENTIAL~~

SENT BY:

1-14-92 : 8:53AM : ADEC KENAI DISTRICT-

DEC - SCRO:W 8

Gay Muhlberg - ADF+G

ERA OTU

EAST FORELANDS Spill

Date: 1-6-92 depart 1100 hours
arrive kenai 1245

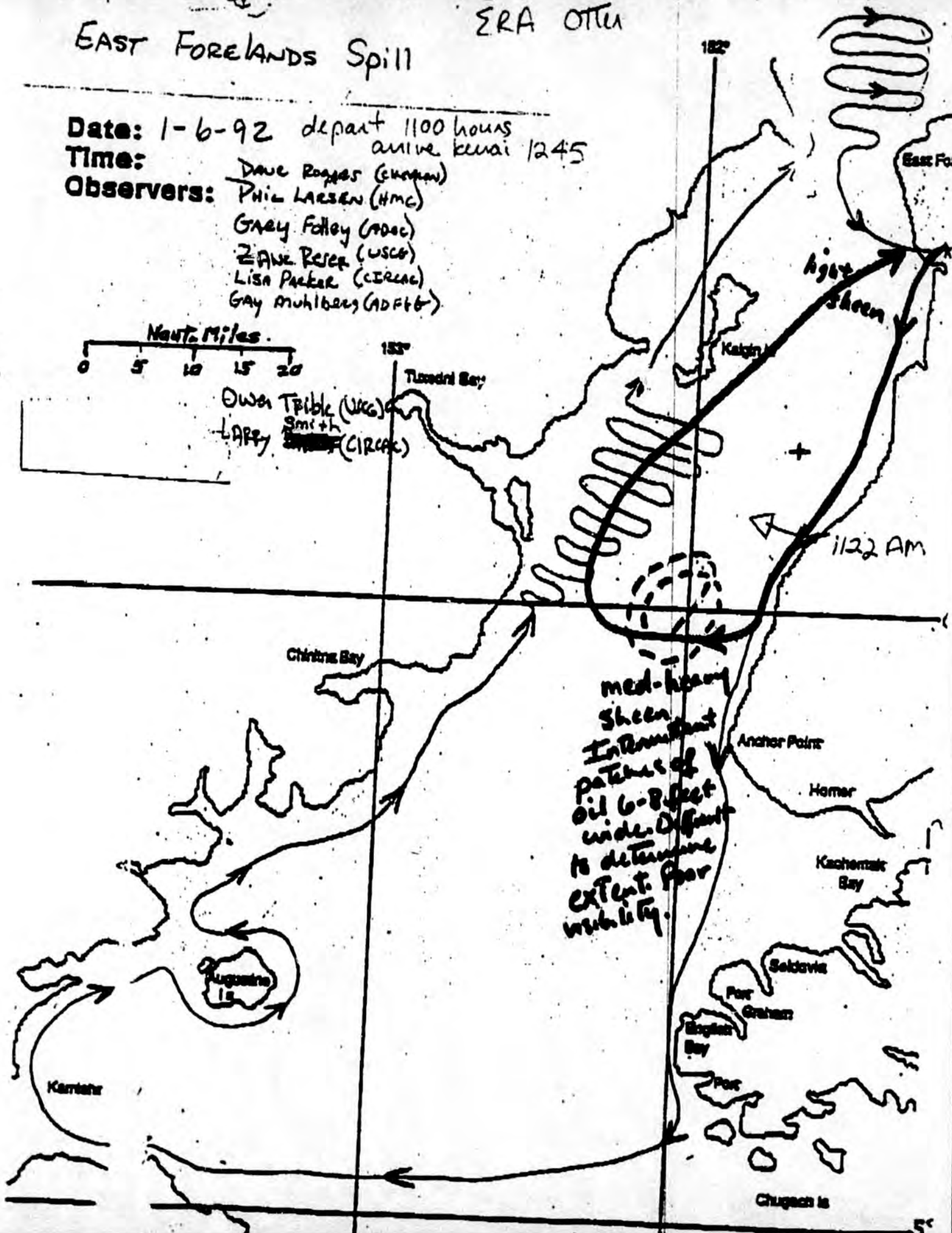
Time:

Observers:

Dave Rogers (USCG)
Phil Larsen (HMC)
Gary Folley (USCG)
ZANE RESEK (USCG)
Lisa Parker (CIRAC)
Gay Muhlberg (ADF+G)

Naut. Miles.
0 5 10 15 20

Owen Triple (USCG)
LARRY SMITH (CIRAC)



Lance L. Thosky SURFLO

1/6/92

EAST FORELANDS Spill

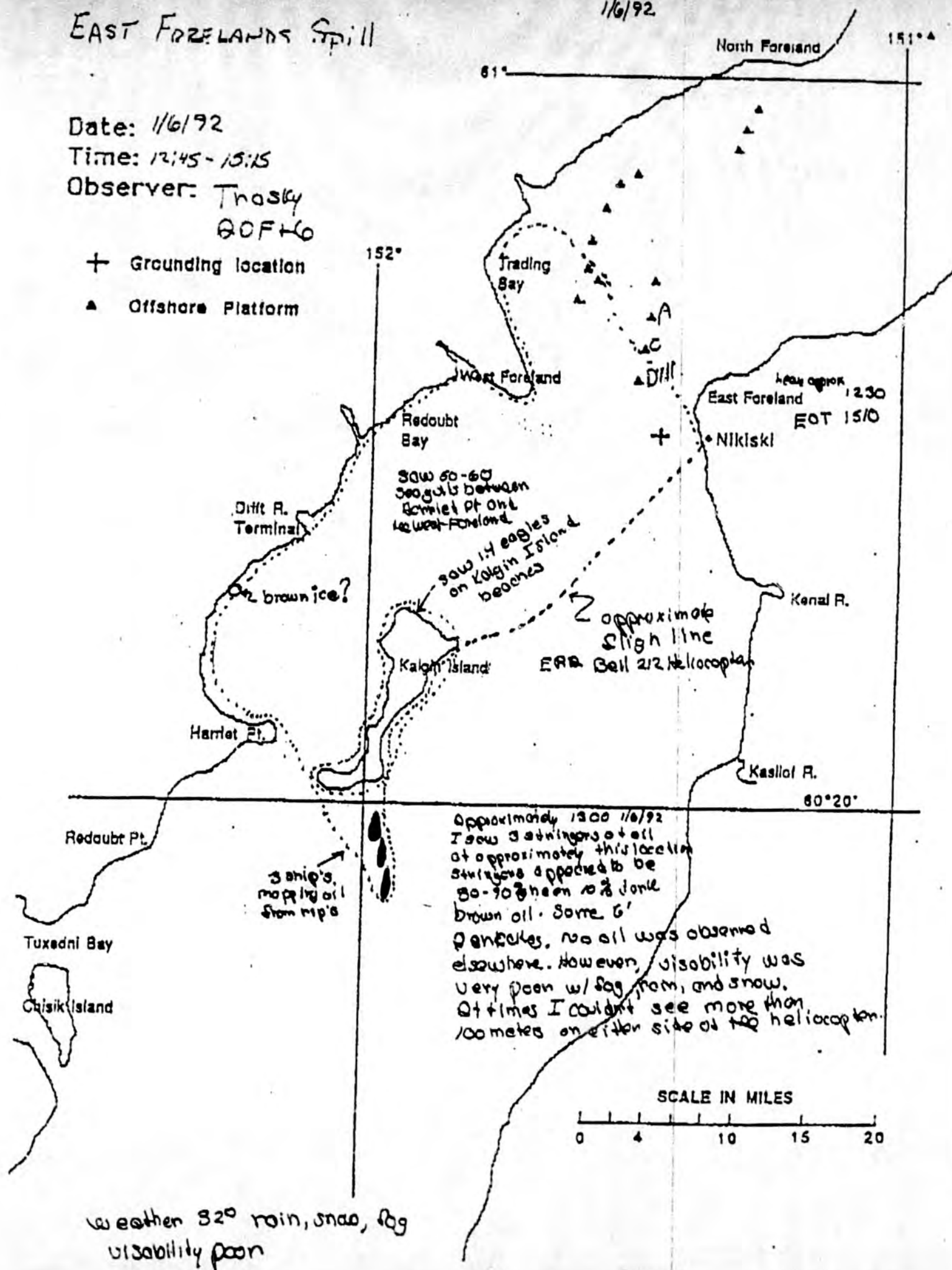
Date: 1/6/92

Time: 12:45 - 13:15

Observer: Thosky
BDFHO

+ Grounding location

▲ Offshore Platform



weather 32° rain, snow, fog
visibility poor

SENT BY:

1-14-92 8:55AM ADEC KENAI DISTRICT

DEC - SCRO: # 8

Gay Muhlberg - ADF+G

EAST FORELANDS Spill

Date: Jan 6 1992

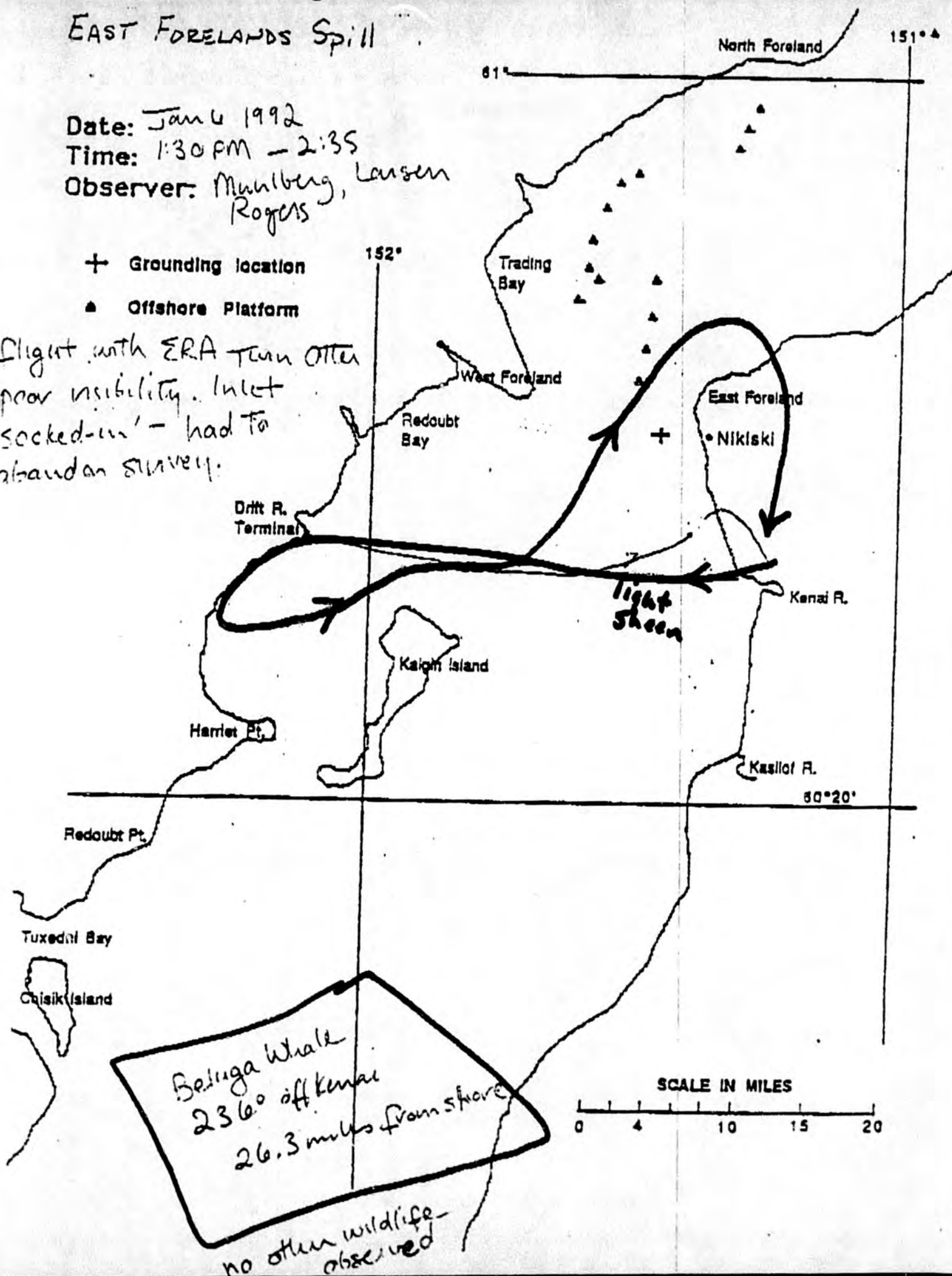
Time: 1:30 PM - 2:35

Observer: Muhlberg, Larsen
Rogers

+ Grounding location

▲ Offshore Platform

Flight with ERA Tern Otter
poor visibility. Inlet
'socked-in' - had to
abandon survey.



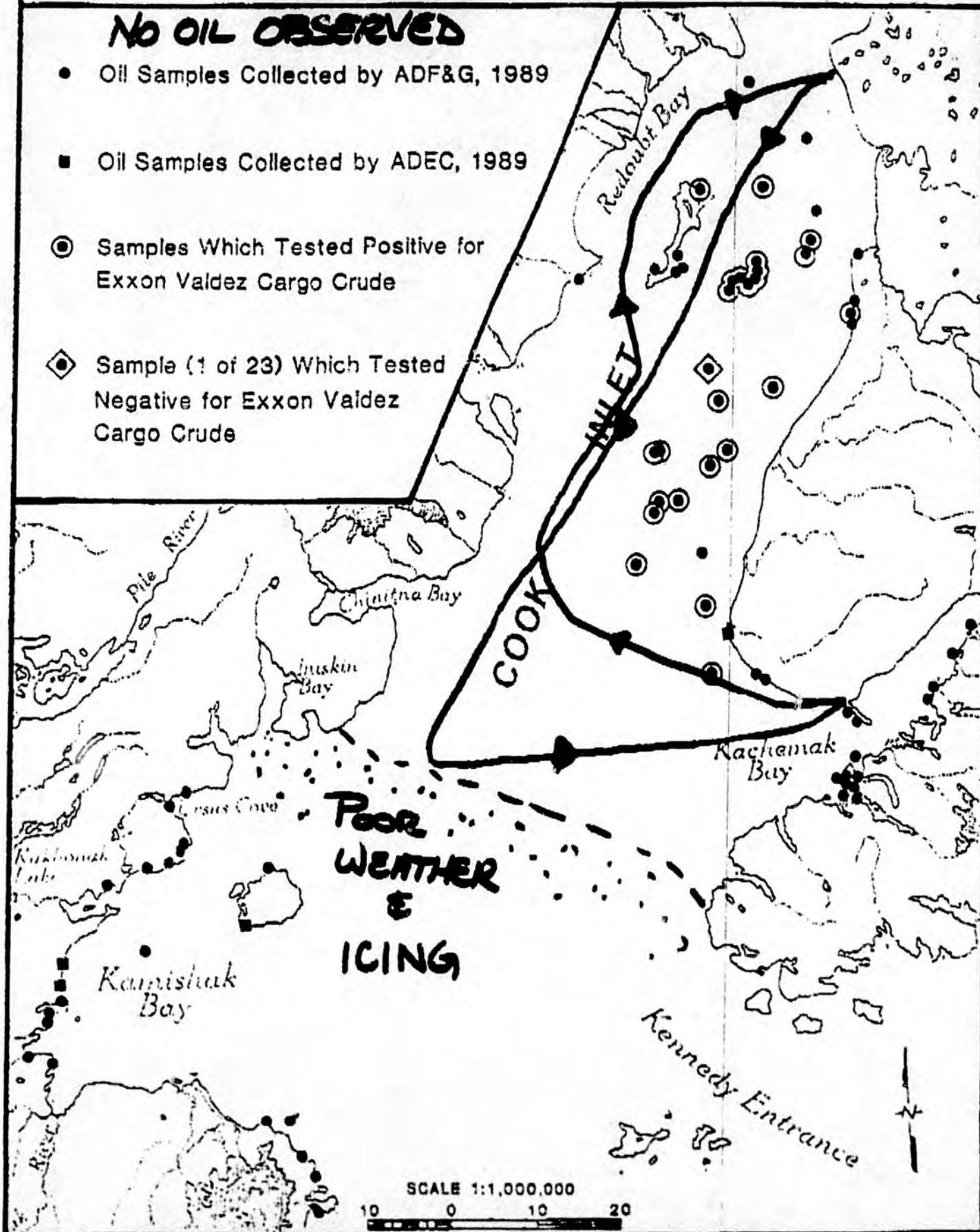
JANUARY 7, 1992 0930-1400

Oil Samples Collected in Upper Cook Inlet, 1989

HELO OVERFLIGHT

NO OIL OBSERVED

- Oil Samples Collected by ADF&G, 1989
- Oil Samples Collected by ADEC, 1989
- ⊙ Samples Which Tested Positive for Exxon Valdez Cargo Crude
- ◊ Sample (1 of 23) Which Tested Negative for Exxon Valdez Cargo Crude



~~COOK INLET~~
~~COOK INLET~~
~~JULY 1991~~

Date: 1-4-92

Time: depart 1005, return 1235

Observers: Gay Muhlberg ADF+G

(Sautner, Parker, Larsen, Rowkowski, etc. - 13 total)

altitude varied, approx. 500' AGL

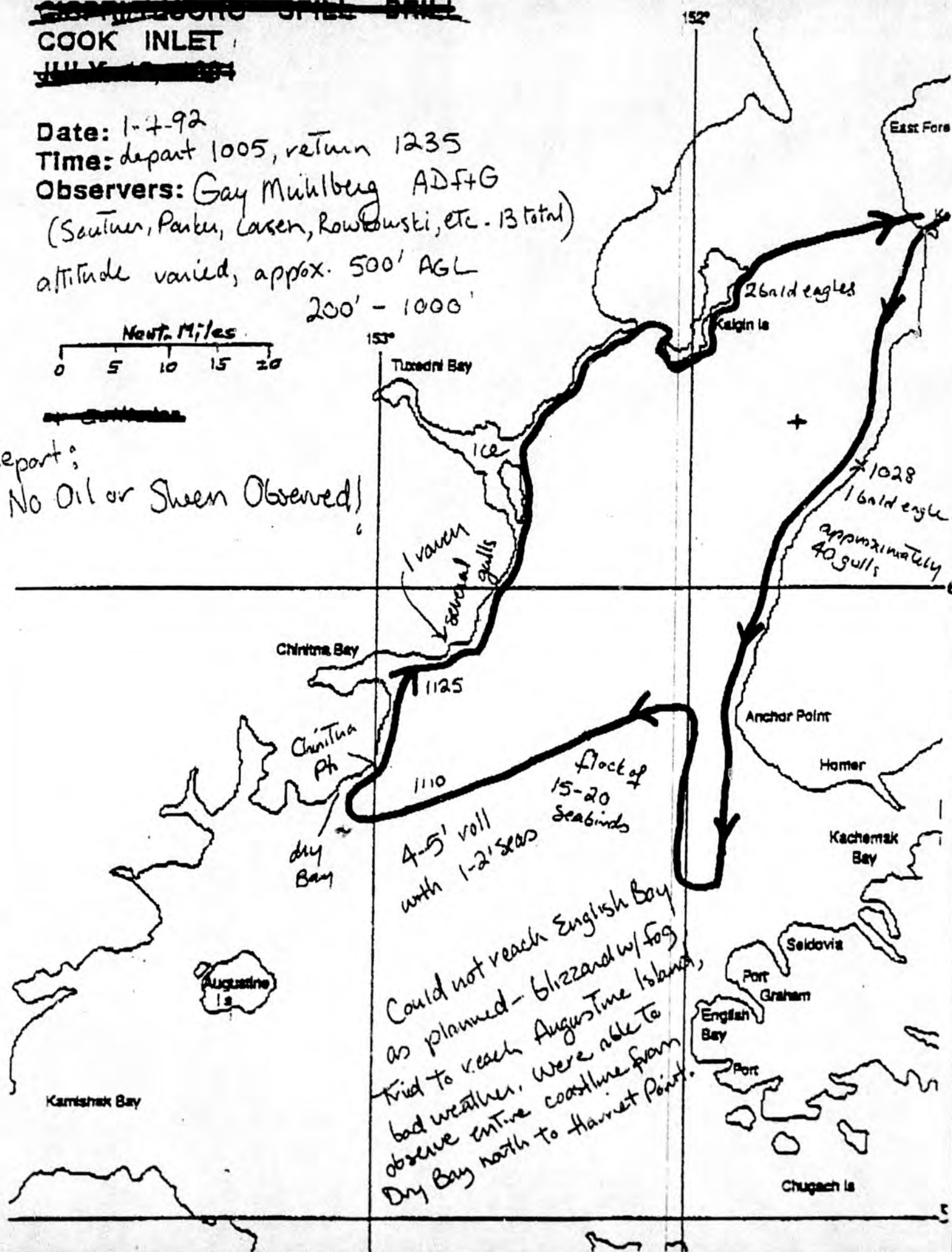
200' - 1000'

Naut. Miles
 0 5 10 15 20

~~COOK INLET~~

Report:

No Oil or Sheen Observed!



SENT BY:

1-14-92 : 8:57AM : ADEC KENAI DISTRICT-

DEC - SCRO:#11

Daily Overflight

EAST FORELANDS Spill

Date: 1.8.92

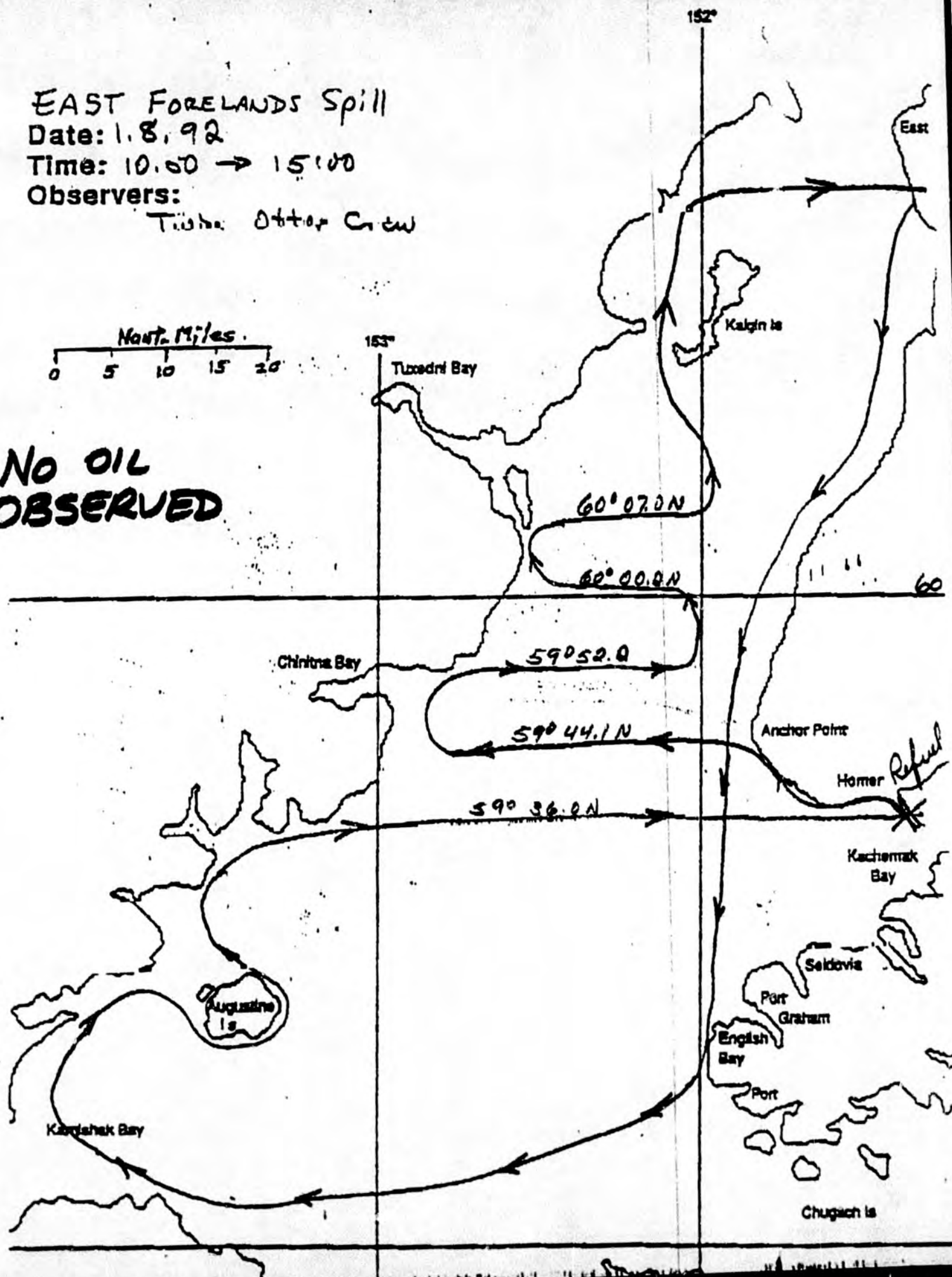
Time: 10:00 → 15:00

Observers:

Tiobe Ottor Crew

Naut. Miles
0 5 10 15 20

**NO OIL
OBSERVED**



RECEIVED JAN 10 1992



KENAI PIPE LINE COMPANY
BOX 5555
KENAI, AK 99611
MILE 22.5 N. KENAI RD.
(907) 776-8711

January 9, 1992

Representative Cliff Davidson
Room 108, Capitol
P.O. Box V
Juneau, AK 99811

Cliff

Dear Representative ~~Davidson~~:

This past weekend, on January 4th, a leak at the Kenai Pipe Line Company dock resulted in an oil spill to the Cook Inlet. I am aware of your interest in the performance of the oil industry to both prevent these incidents and to minimize the damage with a quick response and cleanup. I have enclosed a summary of the incident and cleanup for you and your staff.

These spills are potentially harmful and very costly. We were fortunate that the oil discharged was less than 171 barrels and that the Cook Inlet Spill Prevention Response Inc.(CISPRI) quickly utilized trained people and effective equipment to respond to the discharge.

The heat tracing system that caused the leak is being redesigned to prevent similar failures. We are also using the lessons learned during this response to improve the capability of CISPRI.

There will no doubt be those who will criticize our response to this incident. Oil discharged to the water creates one of our greatest challenges. The recovery of oil is not often done easily. However, the performance is improving and we can all recognize that effort. I hope from the enclosed summary and the news reporting about this spill, you will have a positive feeling about the improved spill response that exists in the Cook Inlet.

I will be in Juneau during the session as Chevron's legislative liaison. I hope we will have the opportunity to discuss this incident and that I can answer any questions you or your staff may have about it.

Sincerely,

Bob Williams
Manager, Kenai Pipe Line Company



KENAI PIPE LINE COMPANY

BOX 5555

KENAI, AK 99611

MILE 22.5 N. KENAI RD.

(907) 776-8711

**Cook Inlet oil spill cleanup is completed;
Kenai Pipe Line Co. thanks all involved**

Jan. 9, 1992 -- Cleanup operations of a crude oil spill in Alaska's Cook Inlet January 4 are completed, with no reports of damage to wildlife or shorelines. An estimate of total oil spilled has been revised downward to a maximum of 171 barrels (7,182 gallons) from an early estimate of 400 barrels (16,800 gallons). Latest figures indicate more than 40 percent of oil spilled has been recovered by skimming vessels. An estimate of cleanup costs is not yet available.

The spill occurred at 12:15 a.m. Saturday, January 4, at the Kenai Pipe Line Company marine terminal, during a transfer of an oil and water mixture between two storage tanks. A faulty heating element allowed water in the pipeline to freeze and burst a section of pipe, spilling oil and water into Cook Inlet.

Kenai Pipe Line Company accepted responsibility for the cleanup of oil spill during the accident. The company is owned by Arco and Chevron. Its dock is located about 11 miles north of Kenai and about 60 miles southwest of Anchorage.

Personnel from the Cook Inlet Spill Prevention Response Inc. (CISPRI), the oil industry's cleanup cooperative for the area, were on the scene within an hour of notification and began dispatching people and equipment to clean up the spilled oil. Representatives of the Coast Guard and the Alaska Department of Environmental Conservation (ADEC) also joined CISPRI and Kenai Pipe Line Company in the recovery efforts.

Two large skimming vessels, the Banda Seahorse and the Monarch, reached patches of oil in the Cook Inlet's midchannel tidal zone within hours of initial notification and worked throughout the cleanup operations. Helicopter flights over the inlet directed the skimmers to concentrations of oil and provided updated information to all organizations working on the cleanup.

At the height of activity, more than 100 people, three skimmers and eight fishing vessels were involved in cleanup efforts, with safety the highest priority. Plans developed to protect environmentally sensitive areas of Kalgin Island were not needed after no oil came ashore there.

Natural dispersion of the oil by winds and wave action further reduced the amount of oil on the water. Tidal channels kept the oil in the middle of the inlet, where skimmers pursued the fingers of oil moving with the tides.

By Tuesday morning, Jan. 7, observation crews were unable to find oil in Cook Inlet, and demobilization of personnel and equipment began in the afternoon. Vessels were cleaned and returned to their home bases. The two largest skimmers will be the last to demobilize.

Bob Williams, Kenai Pipe Line Company Manager, said the company wants to thank the Coast Guard, ADEC and CISPRI for all their cooperation and assistance during the cleanup efforts. "I think it has been an outstanding joint agency/industry effort to conduct an efficient and safe recovery of the oil spilled in this accident."

PREVENTION, RESPONSE, OPERATIONS & SAFETY

MEMORANDUM:

TO: PROPS COMMITTEE
FROM: LARRY SMITH
DATE: JANUARY 8, 1992
RE: PROPS COMMITTEE AGENDA

In light of the East Foreland spill incident of January 4, 1992, it is my opinion that the PROPS Committee should promptly review the response effort initiated by Kenai Pipeline Company, Chevron & CISPRI. A PROPS Committee meeting has been scheduled for January 17th & 18th at 9:00 A.M. to commence this work.

Emphasis must be placed on development of Cook Inlet RCAC's plan for actual spill & simulated spill drill monitoring. The failure of the Committee Chair to prioritize a product of the Spill Drill Working Group is unfortunate. It is now my #1 priority and I am joining the Spill Drill Working Group. In the proximate spill, effective use of staff by the Executive Director to monitor the response has put us in a good position to understand and review response events. Pursuant to the directive of the Executive Director, staff is compiling a chronological summary of the spill response. Additionally, Glen Glenzer, Frank Mullen, Loren Flagg and I were afforded an opportunity to observe the response effort.

Due to the lack of Hazwoper training Cook Inlet RCAC representatives were denied access to response vessels and beach impact surveys, however, representatives of Cook Inlet RCAC were afforded an opportunity to participate in overflight missions. The PROPS Committee should investigate and ascertain what certifications are required for all levels of participation/observation in an actual spill response.

Presently access agreements with companies and agencies have not been developed by Cook Inlet RCAC. Signed access agreements are essential to effective monitoring and must be prioritized as an integral component of the working groups mission.

A broad range of questions were presented during the spill response. The following is a preliminary list of issues that should be addressed by the PROPS Committee:

- * Effectiveness of tracking buoys?
- * Verification of spill size and recovered quantities?

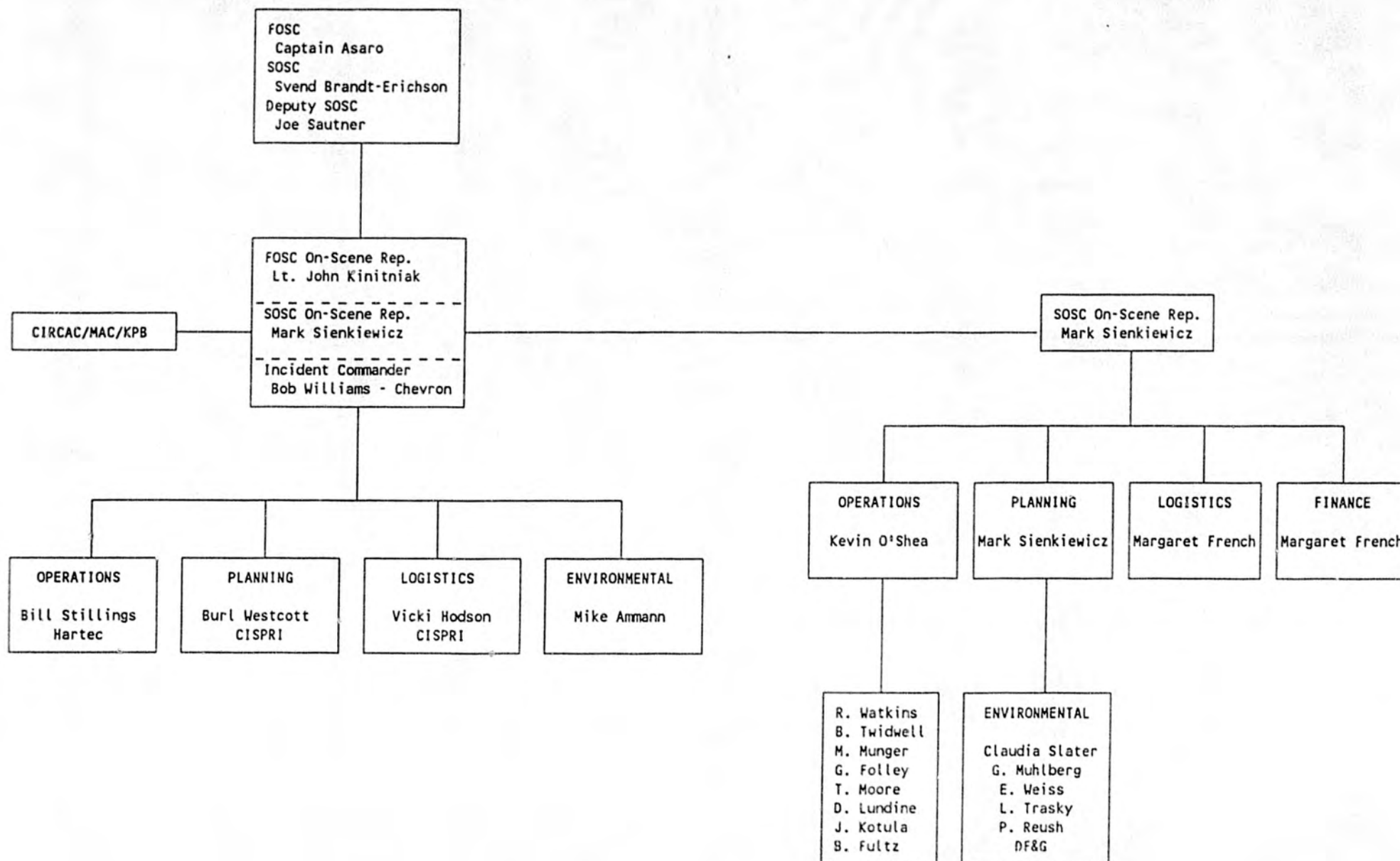
- * Determination of what product(s) were discharged?
- * Was appropriate & timely notice made?
- * Was agency response timely and adequate?
- * Was KPL's and CISPRI's response timely and adequate?
- * Should the CISPRI Barge 401, the Champion and fishing vessels been deployed on Day One.
- * In what way did the response differ from C Plans?
- * Were the problems and issues identified in the "Evaluation of the Spill Drills Of August 15th & 16th" resolved prior to the spill incident?
- * Are CISPRI's response tools properly located and equipped? What would have been the effect if this spill had occurred at Drift River in adverse weather conditions?
- * If condition would have been severe instead of benign would oil have been recovered?
- * Why was *In-situ* burning not pursued?
- * Why did the dispersant test application of two (2) buckets of CROEXIT fail?
- * What risks to response worker health and safety were created by the spiller?
- * What should KPL have done to prevent this spill?
- * What should agencies have done to prevent this spill?
- * What could Cook Inlet RCAC have done to prevent this spill?

This is an preliminary memo. I am working on a proposed spill response plan for our group and an expansion of this memo.

If you have further question or if I may by of assistance, please do not hesitate to contact my office. I hope you will be able to attend the next meeting and look forward to your participation.

LLB/llb/P: Spill Drill W.G.

KENAI PIPELINE SPILL
INCIDENT COMMAND SYSTEM
"UNIFIED COMMAND"



Methods to be used - Open water skimming operations

Responsible party -Chevron - Kenai Pipeline Company

Potential for escalation: Response has escalated in last 12 hours due to potential for beach impacts and deteriorating weather. This escalation is not expected to last more than a few days because of the limited amount of product involved.

Personnel to be notified: Six additional staff from SCRO and the Pipeline Region have been sent to Kenai in the last 24 hours to assist in the oversight of the cleanup.

Other Comments: Two vessels, the Monarch and Banda Seahorse continued skimming operations during the day. Industry estimates are still at about 6,500 gallons of product recovered. Additional mechanical recovery efforts are underway.

A dispersant test was conducted this A.M. The test was to involve about 300 gallons dispersed by helicopter. Apparently, the dispersant froze up in the hose applicator and was prevented from being discharged. No dispersant reached the water and no further dispersant tests are planned at this time.

Equipment is beinn mobilized for defensive booming of certain areas of Kalgin Island should the oil move that way. The boom will not be deployed unless necessary. DEC has about 10-12 staff involved on-site at this time. No additional staff are necessary at this time.

SITUATION REPORT:

Date of Report: 1/5/92

I.C.S. Office:

Incident Commander... Joe Sautner
O.S.C.....Mark Sienkiewicz
Logistics.....Margaret French
Planning.....Mark Sienkiewicz
Operations.....Kevin O'Shea
Administration.....Margaret French
Staff
PIO.....Debby Bloom
Liaison Officers
GLO.....N/A
CLO.....N/A
Legal Officer.....N/A
Safety Officer....Kevin O'Shea
Environmental.....Gay Moulberg ADF&G

Cause of spill plus types and quantity of material spilled:
Initial indications are that the spill occurred as a result of a pipeline rupture at the Kenai Pipeline Dock in Kenai. Cause of the rupture is unknown. The pipeline contained a mix of water and Alaska North Slope crude oil. About 1600 barrels of fluid is estimated to have leaked out. About 400 barrels is estimated to be pure crude oil. As of 1700 hrs on 1/5 the heavies concentration of oil was to the east of Kalgin Island. The oil was concentrated in two tide rips 2 and 5 miles east of the island. The oil was defined as "ribbons" about 300 yards wide and 10-15 miles long and broken.

Potential hazards: Possible shoreline impacts at Kalgin Island by tomorrow morning depending on weather.

Agencies notified: DES-message left with security
USCG -Local Kenai Office
ADF&G -Claudia Slater
ADOP/PF -
ADNR - no contact
ADCRA -
USEPA -
USPHS -
AG -Breck Tostevin

Coordinating local officials: Kenai Borough and CIRCAC have been notified

Containment and Clean-up:

Feasibility - Mechanical cleanup continues with efforts now concentrating in the tide rips along Kalgin I. Weather is deteriorating and could impact cleanup efforts.

ADNR-Kris O'Connor
ADCRA-
USEPA-
USPHS-
AG-Breck Tostevin

Coordinating local officials: Kenai Borough and CIRCAC remain involved.

Containment and Clean-up: Demobilization underway.

Responsible party - Chevron Kenai Pipeline Company

Potential for escalation: At this time, little potential for escalation exists.

Personnel to be notified: No additional

Next SITREP: PM 1/8/92

Comments: Spill monitoring operations to continue. An advisory will be sent out by DEC to notify area residents to contact Kenai Pipeline Co. or DEC in the event they find any oil or tarballs in the area.

End Report

SITUATION REPORT: Chevron/Kenai Pipeline Sit-Rep #6
SPILL # 92-231-004-1

Date of Report: January 7, 1992 - 1600L

I.C.S. Office:

Incident Commander.	Joe Sautner
O.S.C.	Mark Sienkiewicz
Logistics.	Margaret French
Planning.	Mark Sienkiewicz
Operations.	Kevin O'Shea
Administration.	Margaret French
Staff	
PIO	Debby Bloom
Liaison Officers	
GLO	Kevin O'Shea
GLO	Kevin O'Shea
Legal Officer	N/A
Safety Officer	Kevin O'Shea
Environmental	Gay Moulberg (ADF&G)

Situation: Today's overflight revealed no recoverable concentrations of oil. The entire affected area of mid and southern Cook Inlet was surveyed from the air with only small areas of patchy sheen observed. The beach survey crew on Kalgin Island did not observe any shoreline impact. Both overflights and beach surveys will be continued tomorrow, weather permitting, to confirm today's findings.

Based on today's information, offshore mechanical cleanup operations have been discontinued and demobilization of cleanup operations have begun. Some skimmers will remain in standby status for a few days in the event new areas of oil are detected.

Cause of spill plus types and quantity of material spilled:

The cause of the pipeline rupture is still unknown and under investigation. The industry estimate of the quantity of product spilled has been downgraded to 171 bbls with about 70 bbls recovered. Analysis has confirmed spilled product to be North Slope crude oil.

Potential hazards: Beach survey crews on Kalgin Island observed no beach impacts. Discovery of significant shoreline impacts is considered unlikely at this time. No other potential hazards are foreseen at this time.

Agencies notified:

DES-message left with security
USCG-Local Kenai Office
ADF&G-Claudia Slater
ADOP/PF

Coordinating local officials: Kenai Borough and CIRCAC remain involved.

Containment and Clean-up: Demobilization underway and should be completed within 48 hours. Response vessel decon in progress with offload of recovered product imminent.

Responsible party - Chevron Kenai Pipeline Company

Potential for escalation: At this time, little potential for escalation exists.

Personnel to be notified: No additional

Next SITREP: As significant information dictates or final SITREP upon the discontinuation of response operations.

Comments: Overflights to continue. Joint USCG & DEC press conference to be held tomorrow at 1100.

End Report

SITUATION REPORT: Chevron/Kenai Pipeline Sit-Rep #7
SPILL # 92-231-004-1

Date of Report: January 8, 1992 - 1600L

I.C.S. Office:

Incident Commander.	Joe Sautner
O.S.C.	Mark Sienkiewicz
Logistics.	Margaret French
Planning.	Mark Sienkiewicz
Operations	Kevin O'Shea
Administration.	Margaret French
Staff	
PIO	Debby Bloom
Liaison Officers	
GLO	Kevin O'Shea
GLO	Kevin O'Shea
Legal Officer	N/A
Safety Officer	Kevin O'Shea
Environmental	

Situation: Today's overflight and beach survey revealed no recoverable concentrations of oil. The entire affected area of mid and southern Cook Inlet was surveyed from the air with no free product or sheen observed. The west shoreline of Cook Inlet, from West Foreland to Redoubt Point, was surveyed with no shoreline impact observed. An overflight is scheduled for tomorrow, weather permitting. Beach surveys have been discontinued.

Cause of spill plus types and quantity of material spilled:

The cause of the pipeline rupture is still unknown and under investigation. The industry estimate of the quantity of product spilled remains at 171 bbls with an updated figure of approximately 136 bbls of emulsified oil/water mix recovered.

Potential hazards: None foreseen at this time.

Agencies notified:

- DES-message left with security
- USCG-Local Kenai Office
- ADF&G-Claudia Slater
- ADOP/PF
- ADNR-Kris O'Connor
- ADCRA-
- USEPA-
- USPHS-
- AG-Breck Tostevin

Responsible party - Chevron Kenai Pipeline Company

Potential for escalation: At this time, little potential for escalation exists.

Personnel to be notified: No additional

Next SITREP: PM - 1/10/92, SITREP #9 & Final

Comments: Final joint USCG & DEC press conference was held today.

End Report

SITUATION REPORT: Chevron/Kenai Pipeline Sit-Rep #8
SPILL # 92-231-004-1

Date of Report: January 9, 1992 - 1500L

I.C.S. Office:

Incident Commander.	Joe Sautner
O.S.C.	Mark Sienkiewicz
Logistics.	Margaret French
Planning.	Mark Sienkiewicz
Operations.	Mark Sienkiewicz
Administration.	Margaret French
Staff	
PIO	Debby Bloom
Liaison Officers	
GLO	
GLO	
Legal Officer	
Safety Officer	
Environmental	

Situation: No overflight was conducted today. An overflight is scheduled for tomorrow. Decon continues.

Cause of spill plus types and quantity of material spilled:

The cause of the pipeline rupture is still unknown and under investigation. The industry estimate of the quantity of product spilled remains at 171 bbls with an updated figure of approximately 136 bbls of emulsified oil/water mix recovered.

Potential hazards: None foreseen at this time.

Agencies notified:

DES-message left with security
USCG-Local Kenai Office
ADF&G-Claudia Slater
ADOP/PF
ADNR-Kris O'Connor
ADCRA-
USEPA-
USPHS-
AG-Breck Tostevin

Coordinating local officials: Kenai Borough and CIRCAC remain involved.

Containment and Clean-up: Response equipment decon in progress. The disposal options for oily waste are currently being discussed with the responsible party.

Responsible party - Chevron Kenai Pipeline Company

Potential for escalation: At this time, little potential for escalation exists.

Personnel to be notified: No additional

Next SITREP: PM - 1/13/92, SITREP #10 & Final

Comments: An operational debrief will be conducted by at the Coast Guard Marine Safety Office in Anchorage on Monday morning.

End Report

SITUATION REPORT: Chevron/Kenai Pipeline Sit-Rep #9
SPILL # 92-231-004-1

Date of Report: January 10, 1992 - 1630L

I.C.S. Office:

Incident Commander.	Joe Sautner
O.S.C.	Mark Sienkiewicz
Logistics.	Margaret French
Planning.	Mark Sienkiewicz
Operations	Mark Sienkiewicz
Administration.	Margaret French
Staff	
PIO	Debby Bloom
Liaison Officers	
GLO	
GLO	
Legal Officer	
Safety Officer	
Environmental	

Situation: No overflight was conducted today due to adverse wx. The need for additional overflights will be re-evaluated Monday, 1/13. Decon continues.

Cause of spill plus types and quantity of material spilled:

The cause of the pipeline rupture is still unknown and under investigation. The industry estimate of the quantity of product spilled remains at 171 bbls with an updated figure of approximately 136 bbls of emulsified oil/water mix recovered.

Potential hazards: None foreseen at this time.

Agencies notified:

- DES-message left with security
- USCG-Local Kenai Office
- ADF&G-Claudia Slater
- ADOP/PF
- ADNR-Kris O'Connor
- ADCRA-
- USEPA-
- USPHS-
- AG-Breck Tostevin

Coordinating local officials: Kenai Borough and CIRCAC remain involved.

Containment and Clean-up: Response equipment decon continues.

coordinated through KDO personnel.

Responsible party - Chevron Kenai Pipeline Company

Potential for escalation: None

Personnel to be notified: None

Next SITREP: None.

Comments: Decon and investigation to continue.

End Report

**SITUATION REPORT: Chevron/Kenai Pipeline Sit-Rep #10 and Final
SPILL # 92-231-004-1**

Date of Report: January 14, 1992 - 1430L

I.C.S. Office:

Incident Commander.	Joe Sautner
O.S.C.	Mark Sienkiewicz
Logistics.	Margaret French
Planning.	Mark Sienkiewicz
Operations	Mark Sienkiewicz
Administration.	Margaret French
Staff	
PIO	Debby Bloom
Liaison Officers	
GLO	
GLO	
Legal Officer	
Safety Officer	
Environmental	

Situation: AM - 1/13/92 A USCG/DEC spill debriefing was conducted at the USCG MSO in Anchorage. During the debrief the need for additional overflights was discussed. It was mutually decided that, given the weather conditions, further overflights would not be needed.

Cause of spill plus types and quantity of material spilled:

The cause of the pipeline rupture is still unknown and under investigation.

Potential hazards: None

Agencies notified:

- DES-message left with security
- USCG-Local Kenai Office
- ADF&G-Claudia Slater
- ADOP/PF
- ADNR-Kris O'Connor
- ADCRA-
- USEPA-
- USPHS-
- AG-Breck Tostevin

Coordinating local officials: Kenai Borough and CIRCAC remain involved.

Containment and Clean-up: Response equipment decon will continue to be

SITUATION REPORT:

Date of Report: 1/4/92

I.C.S. Office:

Incident Commander... Mark Sienkiewicz

O.S.C.....Mark Sienkiewicz

Logistics.....Gary Folley

Planning.....Mark Sienkiewicz

Operations.....Gary Folley

Administration.....N/A

Staff

PIO.....Debby Bloom

Liaison Officers

GLO.....N/A

CLO.....N/A

Legal Officer....N/A

Safety Officer....Mark Sienkiewicz

Cause of spill plus types and quantity of material spilled: Initial indications are that the spill occurred as a result of a pipeline rupture at the Kenai Pipeline Dock in Kenai. Cause of the rupture is unknown. The pipeline contained a mix of water and Alaska North Slope crude oil. About 1600 barrels of fluid is estimated to have leaked out. About 400 barrels is estimated to be pure crude oil. As of 1500 hrs. the spilled product was about 10 miles offshore of Kenai and was breaking up into brown patches spread over an 11 mile long area.

Potential hazards: Possible shoreline impacts at Kalgin Island and mainland areas of Cook Inlet.

Agencies notified:

- DES-no contact at 800 number
- USCG -Local Kenai Office
- ADF&G -Claudia Slater
- ADOP/PF -
- ADNR -
- ADCRA -
- USEPA -
- USPHS -
- AG -Breck Tostevin

Coordinating local officials: Kenai Borough and CIRCAC have been notified

Containment and Clean-up:

Feasibility - Clean-up ongoing - good weather conditions

Methods to be used - Open water skimming operations

Responsible party -Chevron - Kenai Pipeline Company

Potential for escalation: Response could escalate if shoreline impacts occur.

Personnel to be notified: Ted Moore and Kevin O'Shea are enroute to Kenai (as of 1600 hrs) to assist the local Kenai staff.

Other Comments: The spill was first noticed at 1:00 A.M. this morning. CISPRI is responding and had a vessel skimming in the oil at 3:00 A.M. with apparent good success. Later in the day they had a second skimming operation going. As of 1600 hrs they claim to have recovered 6,000 gallons of product. They are presently planning to get up to five skimming platforms in operation by tomorrow morning. They have 4 landing craft enroute to the area for possible booming of environmentally sensitive areas. Eight fishing vessels are enroute for boom deployment. They have helicopters and fixed-wing for aerial surveillance. Tracking buoys will be deployed this evening.

ADEC is sending down two additional staff from Anchorage. The situation will be assessed again in the morning and a decision made on whether more staff are needed. The last report from Mark S. was that the slick was breaking up late in the day and no black oil was observed. CISPRI will continue to skim throughout the night. There was no immediate threat for land impacts, however, the tides could carry the slick into land if not recovered soon. The weather is calm with no ice in the inlet at this time. No impacts to wildlife have been reported.

SITUATION REPORT:

Date of Report: 1/5/92

I.C.S. Office:

Incident Commander... Joe Sautner
O.S.C.....Mark Sienkiewicz
Logistics.....Margaret French
Planning.....Mark Sienkiewicz
Operations.....Kevin O'Shea
Administration.....Margaret French
Staff
 PIO.....Debby Bloom
 Liaison Officers
 GLO.....N/A
 CLO.....N/A
 Legal Officer.....N/A
 Safety Officer....Mark Sienkiewicz

Cause of spill plus types and quantity of material spilled:
Initial indications are that the spill occurred as a result of a pipeline rupture at the Kenai Pipeline Dock in Kenai. Cause of the rupture is unknown. The pipeline contained a mix of water and Alaska North Slope crude oil. About 1600 barrels of fluid is estimated to have leaked out. About 400 barrels is estimated to be pure crude oil. As of 12:00 noon on 1/5 the first overflight sighted a long ribbon of heavy oil about 2 miles NE of Kalgin Island.

Potential hazards: Possible shoreline impacts at Kalgin Island and mainland areas of Cook Inlet.

Agencies notified: DES-message left with security
USCG -Local Kenai Office
ADF&G -Claudia Slater
ADOP/PF -
ADNR - no contact
ADCRA -
USEPA -
USPHS -
AG -Breck Tostevin

Coordinating local officials: Kenai Borough and CIRCAC have been notified

Containment and Clean-up:

Feasibility - Dispersants being used this AM. Weather deteriorating. Mechanical cleanup continues.
Methods to be used - Open water skimming operations
Responsible party -Chevron - Kenai Pipeline Company

Potential for escalation: Response has escalated in last 12 hours due to potential for beach impacts and deteriorating weather. This escalation is not expected to last more than a few days because of the limited amount of product involved.

Personnel to be notified: Six additional staff from SCRO and the Pipeline Region have been sent to Kenai in the last 24 hours to assist in the oversight of the cleanup.

Other Comments: Two vessels, the Monarch and Banda Seahorse continued skimming operations into the night. They lost track of the oil at about 2:00 A.M. and were not able to find it again. There is no report on how successful skimming operations were last night. Chevron/CISPRI has reported that they have collected about 6,500 gallons of product as of this morning. This figure has not been verified by DEC although the Coast Guard believes this is a reasonable figure. Assuming that about 16,000 - 18,000 gallons was reported spilled they would have picked up about one-third if their information is correct.

The first overflight this morning at around 10:00 A.M. revealed the heaviest ribbon of oil about 2 miles SE of Kalgin. A dispersant test was done and approval was given to use dispersants on this particular ribbon of oil to avoid impacts to Kalgin I. The dispersant approval was given by the Coast Guard with concurrence from ADF&G, DEC, and CIRCAC. There was no indication of the success of this application.

Mechanical cleanup is continuing in other areas. DEC has about 10-12 staff involved in the oversight of the incident at this time. It is expected that this incident may last 2-3 days and then wind down based on the limited volume of product involved. There will probably be need for some DEC staff involvement for several days afterwards to verify any beach impacts, associated cleanups, disposal of waste material and investigative activities.

SITUATION REPORT: Chevron/Kenai Pipeline Sit-Rep No. 5

Date of Report: 1700L - 1/6/92

I.C.S. Office:

Incident Commander... Joe Sautner
O.B.C.....Mark Sienkiewicz
Logistics.....Margaret French
Planning.....Mark Sienkiewicz
Operations.....Kevin O'Shea
Administration.....Margaret French
Staff
PIO.....Debby Bloom
Liaison Officers
GLO.....Kevin O'Shea
CLO.....Kevin O'Shea
Legal Officer.....N/A
Safety Officer.....Kevin O'Shea
Environmental.....Gay Moulberg ADF&G

Cause of spill plus types and quantity of material spilled:
Initial indications are that the spill occurred as a result of a pipeline rupture at the Kenai Pipeline Dock in Kenai. Cause of the rupture is unknown. The pipeline contained a mix of water and Alaska North Slope crude oil. About 1600 barrels of fluid is estimated to have leaked out. About 400 barrels is estimated to be pure crude oil. As of 1700 hrs local on 1/6 ribbons of light to heavy sheen with congealed crude oil patches remain 6 - 8 miles to the southeast of Kalgin Island. An additional area of light sheen was observed by the afternoon overflight approximately 20 miles south of Kalgin Island.

Potential hazards: The possibility of shoreline impacts on Kalgin Island or the west shore of Cook Inlet have mitigated, but the possibility still exists.

Agencies notified:
DES-message left with security
USCG -Local Kenai Office
ADF&G -Claudia Slater
ADOP/PF -
ADNR - Kris O'Connor
ADCRA -
USEPA -
USPHS -
AG -Breck Tostevin

Coordinating local officials: Kenai Borough and CIRAC have been notified

Containment and Clean-up:

Feasibility - Mechanical cleanup efforts continue, focusing on the leading edge of the main concentration SE of Kalgin I. Deteriorating weather has

intermitently impacted recovery and
reconnaissance operations.

Methods to be used - Open water skimming operations

Responsible party -Chevron - Kenai Pipeline Company

Potential for escalation: Response has stabilized. Offshore response level should remain constant for the next 48 hours then gradually disipate. Shoreline impact is still a possibility but the probibility has significantly decreased due to product dispersion.

Personnel to be notified: No additionnal personnel need to be notified.

Other Comments: Weather has become a limiting factor. Poor visibility due to fog and snow in the vicinity of Kalgin Island has temporarily curtailed overflight operations.

audia Slater

~~ADOP/PE -~~
~~ADNR - no contact~~
~~ADCRA -~~
~~USEPA -~~
~~USPHS -~~
~~AG - Brock Toftlevin~~

BUSINESS

SUNDAY, Jan. 12, 1992

ANCHORAGE DAILY NEWS

SECTION E

As oil spills go, it was a good one

Inlet mishap big enough to test response, small enough that mistakes didn't hurt

By CHARLES WOHLFORTH
Daily News reporter

The Kenai Pipe Line Co. oil spill in Nikiski eight days ago was as good an oil spill as the oil industry could hope for.

It was small, cleanup crews were quick to work, a lot of the oil got picked up, there were no oiled birds or animals, and government agencies and company officials enjoyed a virtual love-fest of mutual praise when it was all over.

Between 40 and 47 percent of the 7,000 gallons of oil spilled was recovered, 20 to 30 percent evaporated or dissolved, and most of the rest dispersed across Cook Inlet in pieces small enough to be eaten up by bacteria and otherwise broken down by the environment, said John Whitney, Alaska scientific support coordinator for the National Oceanic and Atmospheric Administration.

"It's really a phenomenally high recovery factor," Whitney said.

But more was at stake in the spill cleanup than the oil. Kenai Pipe Line's million-dollar cleanup was the first real-life test of the millions of dollars of equipment, manpower and plans put in place after the Exxon Valdez spill nearly three years ago.

By those standards, a lot still went wrong, and the cleanup easily could have been worse.

If a barge crew hadn't noticed the oil in the water, much more could have spilled. If the cleanup crews had needed chemical dispersants they wouldn't have had them because the chemicals wouldn't come out of the nozzle. If they had needed fishing boats to corral the oil, they wouldn't have had them quickly. If they had needed a barge to store recovered oil they would have had to wait, because the barge was in Homer without a rope to tow it.

And there were other problems: The spill got lost at night and was hard to find in the morning because a homing buoy failed; helicopters spotting oil for skimming vessels had trouble

communicating with them; and Coast Guard workers searching the beaches for oil had to do their work on foot because vehicles were unavailable.

"We were fortunate that there was not a lot of product out there," said Joe Sautner, the regional oil program coordinator for the state Department of Environmental Conservation.

Even the environmentalists' response was flawed. Their public relations offensive came on Tuesday, and some of the information they released to the press was inaccurate.

Karen Wood of the Alaska Center for the Environment

was quoted in the Homer News as saying skimmers weren't ready to work on the spill because officials were relying too heavily on the failed dispersant chemicals.

In fact, skimmers were on hand and working with impressive effectiveness within 90 minutes of the spill, and the dispersants ultimately were not needed.

Cleanup officials concede there were problems, but they say it isn't fair to assume the same problems would have occurred in a larger spill. If the spill had

been larger, their response efforts would have been larger, too, and would have used different equipment.

They also say the spill was a shakedown cruise. It was like a drill, but with real oil and real weather. Officials say they'll learn from their mistakes.

"A lot more went right than went wrong, especially if you compare it to the Exxon (Valdez)," Sautner said. It was more than improved cooperation, he said. "These people were well-trained, well-prepared, and they knew what they were

supposed to be doing."

The Exxon Valdez spilled more than 1,500 times more oil than the Kenai Pipe Line terminal, but it was the standard for comparison that most people chose.

"You're seeing an evolution from the Exxon Valdez," said Coast Guard Captain Richard Asaro. "The things that really count were a lot better. And the things that count are the communication, cooperation, and not having a lot of finger-pointing and name-calling."

Please see Page E-4, KENAI

KENAI: 'Lot more went right than wrong'

Continued from Page E-1

"I think a lot of it is that they had been drilling together for the last year," Asaro said. "The people knew each other and have learned to trust each other."

Lisa Parker, director of an oil industry watchdog group, said part of the improved communication was the result of openness by Kenai Pipe Line and its cleanup contractor, Cook Inlet Spill Prevention and Response Inc. CISPRI set up a joint command center with the agencies and Parker's group, allowing them to attend planning meetings and ride along on oil-spotting flights.

But the reason for the cleanup's success was even simpler. CISPRI got its skimmers to the oil fast, the oil was concentrated by tidal currents that carried it offshore instead of onto beaches, the weather was calm and not particularly cold for winter, and the skimmers, which use a design not available during the Exxon Valdez spill, worked well in the first 24 hours before the spill spread out.

CISPRI used its two Fox-tail skimmers as its main tool, leaving in storage a skimmer with a factory rating that said it worked twice as fast. In drills they had learned that the new Fox-tails were best in ice and would be more effective than the large skimmer, said Bob Williams, manager of Kenai Pipe Line. The Fox-tail skimmers work with a crane that lowers material that absorbs oil but not water. The mechanism then wrings the oil into a tank on board.

The reasons for the cleanup's failures were generally more complicated, beginning

with the cause of the spill itself.

Workers at the terminal were transferring oil from two oil and water separating tanks through a pipe to oil storage tanks. The line linking the tanks didn't go over the water, but it was connected to a ballast-water collection pipe that extended onto a dock. There was no valve to keep the oil from going into the dock pipe even when, as in this case, the dock pipe wasn't needed. Williams, the company manager, admits that was a design flaw, and he said a valve was due to be installed soon that would have prevented this spill.

The dock pipe had a heating cable to keep the oily water it carried from freezing, but sometime after Dec. 15 the cable failed, according to Coast Guard documents and company officials. Friday, Jan. 3, the cable was repaired, but no one noticed that in the meantime water in the pipe had frozen and burst the pipe.

Saturday, Jan. 4, at 12:15 a.m., the crew of a barge at the dock noticed oil in the water. Workers visiting from the Tesoro refinery looked around and 15 minutes later found the leak, Williams said. By the time it was shut down, 42,252 gallons of oily water had spilled into Cook Inlet. Between 6,300 and 7,182 gallons of that was oil, said Whitney of NOAA.

The first CISPRI Foxtail skimmer was at the spill by 1:45 a.m., and by 8:30 a.m. the second was on its way. Most of the oil would be gathered that first day, until the skimmers lost the oil in the dark at about 3:30 a.m. Sunday, Jan. 5.

Meanwhile, Saturday, cleanup workers were trying

to hire fishing boats to place floating booms in front of two salmon streams on Kalgin Island that appeared to be in harm's way, and to corral oil in booms to assist the skimmers, said Williams of Kenai Pipe Line. But the boats they had contracted with in advance were from Kenai — and Kenai boats are generally taken out of the water in the winter, when the Kenai River fills with ice.

Karl Pulliam, a teacher in Seldovia, heard about the spill at about noon. He is a member of Seldovia Oil Spill Team Inc., a spill cleanup group formed during the Exxon Valdez spill that maintains a database of 250 boats ready for cleanup work on short notice. Pulliam called the cleanup managers and faxed them a list of boats fitting the necessary specifications. But he heard nothing more all afternoon and assumed they had the boats they needed.

Then, a member of Pulliam's group heard on the 6 o'clock news that fishing boats were headed from Seldovia to work on the spill. Pulliam knew that wasn't true, and he called CISPRI back, again offering to provide boats.

"I sent him three good men and three good boats," Pulliam said. "They were ready to go at 8 o'clock, but it took until midnight to get their contracts hammered out."

“The things that really count were a lot better. And the things that count are the communication, cooperation, and not having a lot of finger-pointing and name-calling.”

— Coast Guard Capt. Richard Asaro

Pulliam said his group had offered its services to CISPRI before the spill, with a blanket contract to provide boats on two hours' notice, but had been turned down. CISPRI's manager did not return repeated phone calls requesting comments for this story.

“It reminded me so much of the Exxon spill,” Pulliam said. “I could say, ‘I told you so.’”

Other boats came from Homer. At about 10 a.m. Saturday, CISPRI officials called John Crandall, a tug boat operator who had discussed chartering boats for an upcoming spill drill. His wife took the call, then found Crandall working on his boat on Homer Spit and told him CISPRI needed boats.

“I guess I had a list in my mind,” Crandall said. “I had to run around and catch these people.”

The fishermen were ready to go almost before he could tell them the assignment and went to the spill without contracts, Crandall said. The first of the Homer boats was on its way in early Saturday afternoon, and the last 12 hours later.

As it turned out, the fishing boats were not needed. But Williams said he learned CISPRI should have kept Homer and Seldovia fishing boats on contract before a spill, as does the operator of the Valdez oil terminal, Alyeska Pipeline Service Co.

On Saturday spill work-

ers also ordered a CISPRI barge that was docked for the winter in Homer, expecting it to arrive at the spill site Sunday morning. But the barge, intended to hold recovered oil and to act as a work platform, couldn't be towed out of Homer because the right kind of tow rope was not available, Williams said. A tug had to come from Anchorage, delaying the barge's arrival until Monday. As it turned out, the barge was not needed.

Sunday at noon, CISPRI tried bombing the spill with dispersant chemicals designed to break up the oil, Exxon-manufactured Corexit 9527, the main dispersant in its inventory. But the technique had only been tested with water in the spray equipment, never with Corexit, and in the 21-degree weather the chemical turned viscous in the helicopter's external buckets and wouldn't come out of the spray nozzle.

Officials still don't know if the failure was because CISPRI got a bad batch of Corexit, or if the product doesn't work in the cold.

NOAA's Whitney said if the spill had been large, the dispersant would have been dropped from an airplane, and that would have kept the chemical warm. Kenai Pipeline's Williams said, however, the chemical has never been tested in cold Cook Inlet water because of environmental concerns.

But Asaro of the Coast Guard said the Corexit should have been tested at least on land to make sure it would come out of the nozzle.

“I'm as much to blame as the next guy on that,” Asaro said. “If you'd asked me two months ago, I'd say, ‘Of course it will flow.’”

TIMELINE:

Continued from Page E-1

January
4
Saturday

8:00 PM Seldovia boats ready to go, but don't have signed contracts with CISPRI.

10:00 PM Last of seven fishing boats leaves Homer.

January
5
Saturday

12:00 AM Seldovia boat owners finish signing contracts with CISPRI, leave port.

3:00 AM Both skimming vessels lose sight of the oil, stop operations for the night.

9:30 AM Officials fly over the spill, locate it again for skimming vessels to recommence work. The oil has collected in two tide rips a few miles from Kalgin Island.

10:00 AM CISPRI barge due at the spill scene, but hasn't left Homer yet because a tow line is not available.

12:00 PM An attempt to spray dispersant chemicals on the spill fails when the substance turns to slush in the nozzle in 21-degree weather.

January
6
Saturday

10:00 AM CISPRI cleanup barge again expected to arrive from Homer, 24 hours after it was originally expected.

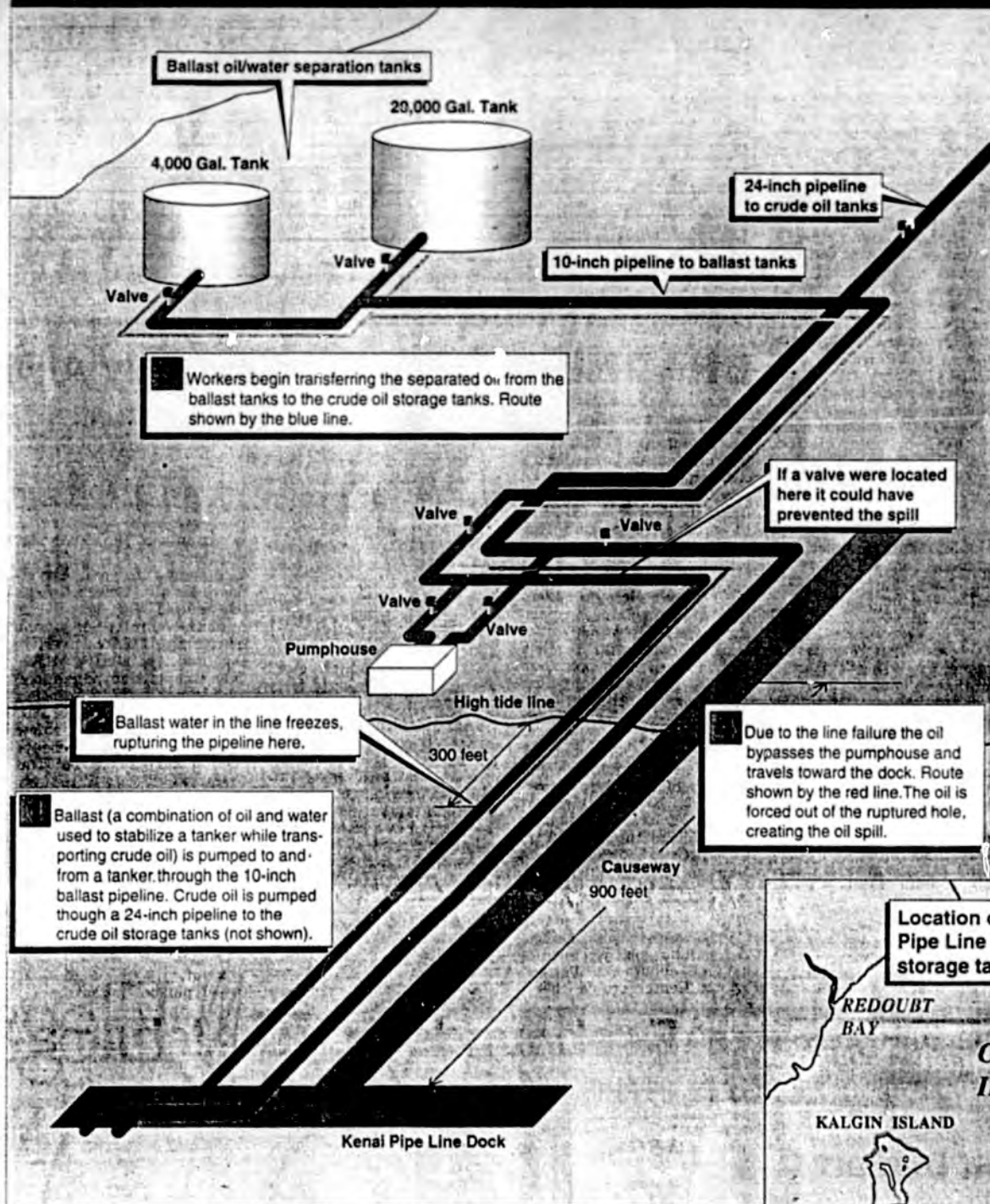
January
7
Saturday

9:45 AM Officials flying over the spill area can't find any oil.

5:00 PM NOAA and Kenai Pipeline officials reduce estimate of the amount of oil lost from 16,900 gallons to between 6,300 and 7,182 gallons. Increasing the proportion recovered to 40 percent. Environmentalists criticize the cleanup to reporters.

WHAT HAPPENED AT THE KENAI PIPE LINE OIL FACILITY

TIMELINE



January
4
Saturday

12:15 AM Workers on a barge at the Kenai Pipe Line Co. dock in Nikiski notice oil in the water.

12:30 AM The spill is discovered by terminal workers. A broken pipe spills 7,200 gallons of oil and 35,000 gallons of water from an oil/water separation tank into Cook Inlet, but workers overestimate the amount of oil, saying it is 16,900 gallons.

12:55 AM Kenai Pipe Line terminal workers notify Cook Inlet Spill Prevention and Response Inc., known as CISPRI.

1:30 AM Kenai Pipe Line workers notify Manager Bob Williams, who notifies the Coast Guard.

1:45 AM The first spill response vessel, the Banda Seahorse, arrives to begin picking up the oil.

3:30 AM CISPRI notifies the Cook Inlet Regional Citizens Advisory Council.

8:30 AM A second CISPRI vessel, the Monarch, is under way with skimming equipment.

10:00 AM The oil has aligned in strips five miles offshore and six miles long. The Monarch has joined the Banda Seahorse in skimming the oil.

10:00 AM Homer tug boat operator John Crandall receives word that CISPRI needs him to hire fishing boats.

12:00 PM Karl Pulliam of Seldovia's volunteer spill cleanup group hears from a member that there has been a spill in Nikiski. He calls CISPRI to offer Seldovia fishing boats.

12:30 PM Cleanup begins around the dock.

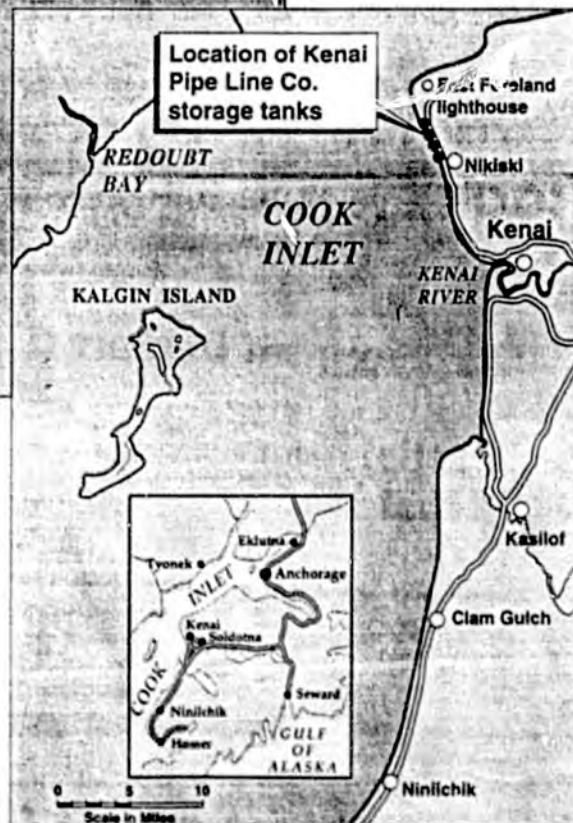
1:30 PM Pulliam sends CISPRI a list of available boats.

2:00 PM First fishing boat leaves Homer.

4:39 PM Coast Guard approves the use of dispersant chemicals on the spill.

6:00 PM Pulliam hears from the evening news that boats are heading to the spill from Seldovia. He knows that isn't so, and calls CISPRI to again offer boats.

Please see Page E-4, **TIMELINE**



STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION

SITE SAFETY PLAN

GENERAL INFORMATION

Site: KPL OIL SPILL Spill No.: 92-2-3-1-004-1

Location: COOK INLET NEAR NIKISKI

Plan prepared by: KEVIN M. O'SHEA Date: 1/4/92

Plan approved by: X M. O'S Date: 1/5/92

Objectives: TO MONITOR OIL SPILL CLEAN UP OPERATIONS
AND CONDUCT INVESTIGATION INTO CAUSE OF
SPILL.

Proposed date of investigation: 1/4/92

Background review: Complete Preliminary X

Overall hazards: Serious Moderate
Low X Unknown

SITE/WASTE CHARACTERISTICS

Waste type(s): Liquid X Solid Sludge X
Gas

Waste characteristics: Corrosive Ignitable X
Radioactive Volatile X
Toxic Reactive
Unknown Other

Facility description: MARINE OIL SPILL

Unusual features (dike integrity, utilities, terrain, etc.):

COOK INLET HAS A STRONG CURRENT AND SEVERAL
RIP TIDE AREAS

Status (active, inactive, unknown): ACTIVE

.00 '00 07:18 PM

Page 3

Site history (injuries, complaints, previous agency action):

THERE HAVE BEEN NO INJURIES REPORTED

HAZARD EVALUATION

Summary (see hazard evaluation sheets attached following this page): PRIMARY HAZARDS ARE INHALATION OF VOLATILE ORGANIC COMPOUNDS, WATER HAZARDS, EXPOSURE TO COLD, TRIPS, SLIPS AND FALLS.

SITE SAFETY PLAN

Perimeter establishment:

Map/sketch attached? No Site secured? No

Perimeter identified? YES

Zone(s) of contamination identified? YES

Personal protection:

Level of protection: A B C X D X

Modifications: ALL PERSONNEL WORKING ON OR NEAR THE WATER MUST WEAR A USCG APPROVED PERSONAL FLOTATION DEVICE.

Surveillance equipment and materials:

HNU PHOTOIONIZATION METER

EXPLOSIMETER

Special site considerations: COLD STRESS AND
WATER HAZARDS

Decontamination procedures:

Personal: WASH ANY AREAS OF SKIN CONTACT
WITH SOAP AND WATER. IN CASE OF EYE
CONTACT FLUSH EYES WITH WATER FOR 15 MIN.
AND CONSULT DOCTOR.

Equipment: WIPE ANY OIL FROM EQUIPMENT WITH
PAPER TOWEL OR SORBENT MATERIAL.

Investigation derived material disposal:

ALL INVESTIGATION DERIVED MATERIALS SHALL
BE DOUBLE BAGGED AND SEALED.

Site entry procedures:

N/A

Team member

MARK SIENKIEWICZ
KEVIN O'SHEA
TED MOORE
BRYSON TWIDWELL
GARY FOLEY

Responsibility

OSC
DISPERSANT APP. MONITORING/INV.
INVESTIGATIONS/PROTECTION
ON WATER MONITORING/SAMPLING
FLIGHT OPS

EMERGENCY INFORMATION

Emergency Precautions

Acute exposure symptoms

First Aid

HEADACHEDROWSINESSNAUSEAUNCONSCIOUSNESSREMOVE TO FRESH AIRREMOVE TO FRESH AIRAND SEEK MEDICALATTENTION IMMEDIATELY

Local Resources (name, address and phone #)

Ambulance 911Hospital emergency room KENAI PENINSULA GENERAL HOSP.Poison control center N/APolice 911Fire Department 911Airport KENAI AIRPORTExplosives unit N/ALocal laboratory NORTHERN TEST LAB - SOLDOTNAUPS/Fed-Ex FED-EX LOCATED AT KENAI AIRPORTResponsible party contact BOB WILLIAMS (IC) CHEVRONGENE JACKSON (D&E IC)

Other _____

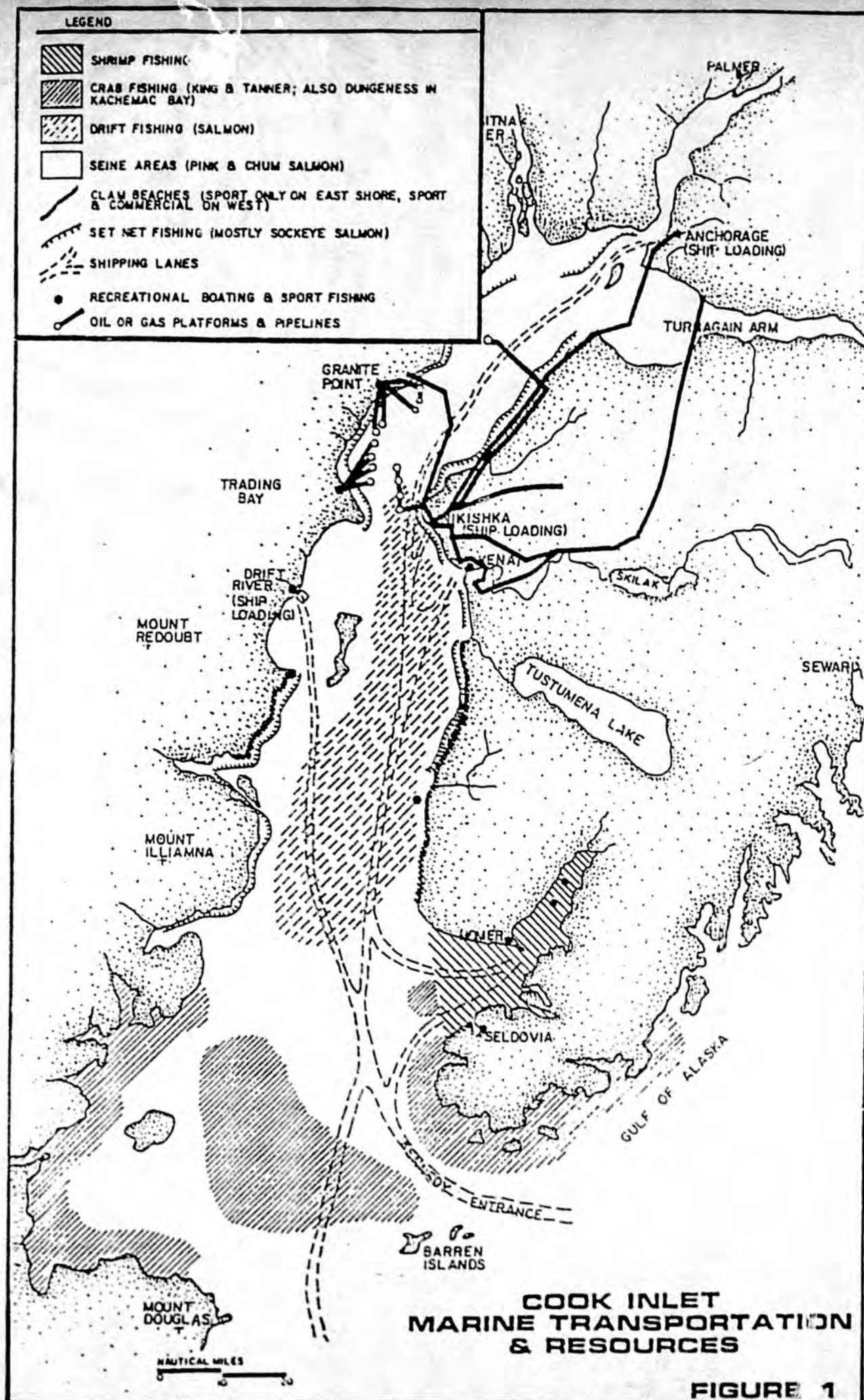
Site Resources

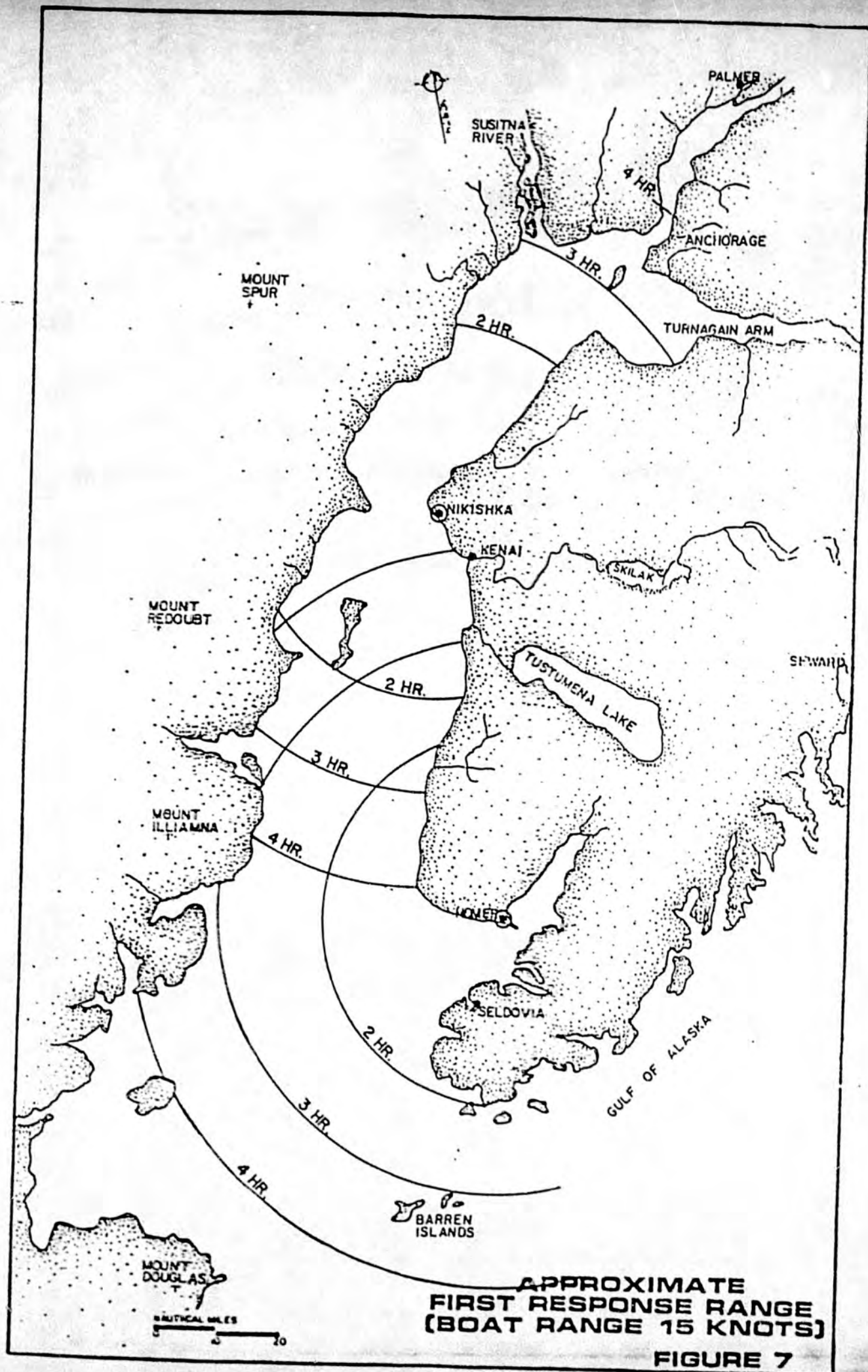
Water supply YESElectricity YESTelephone 776-5520 EXT 213Radio PORTABLE RADIOOther FAX MACHINES, COPIERS, OFFICE SUPPLIES.

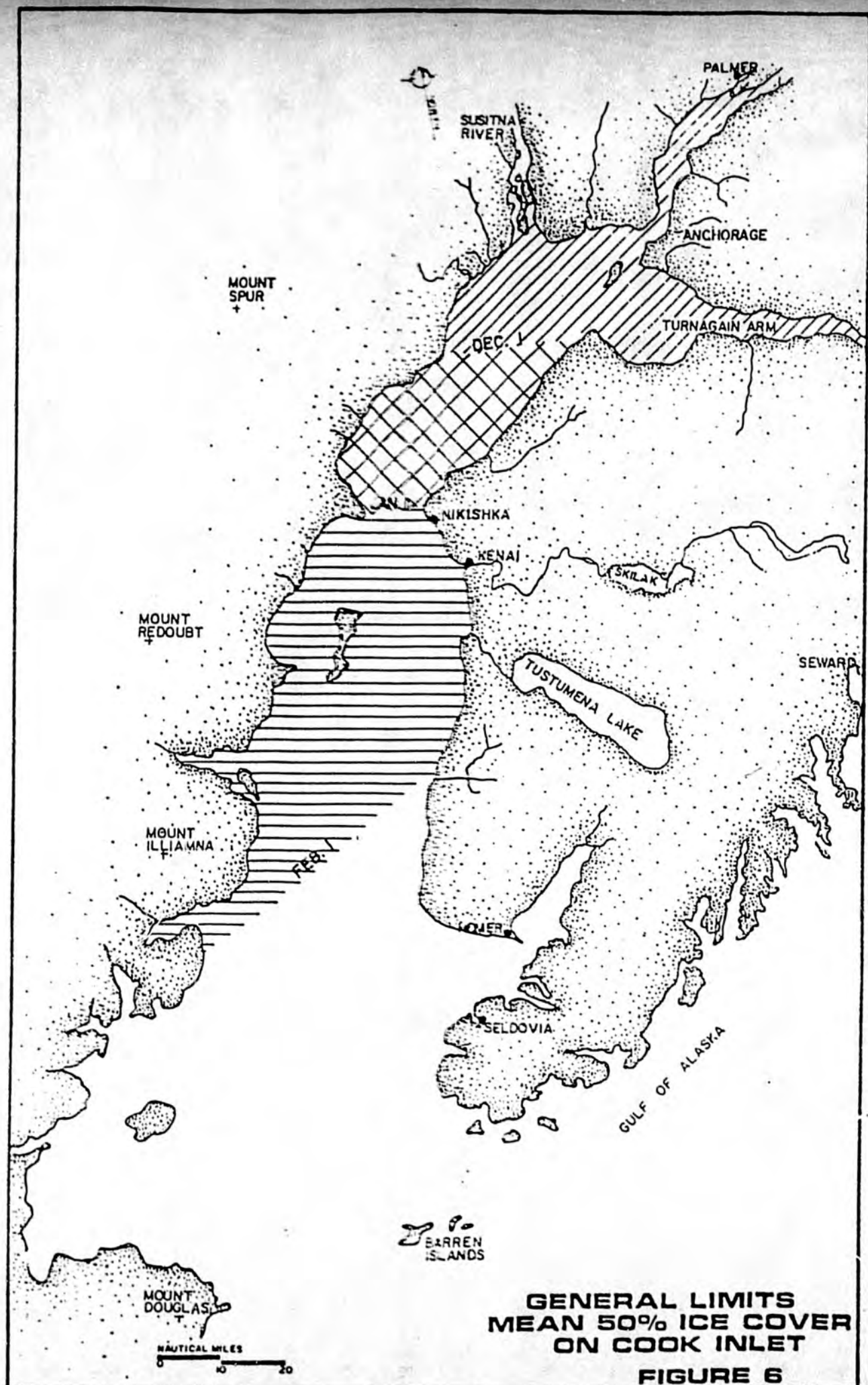
Emergency Routes

Directions to Hospital: CALL 911 AND REQUEST
AMBULANCE.

Other: _____

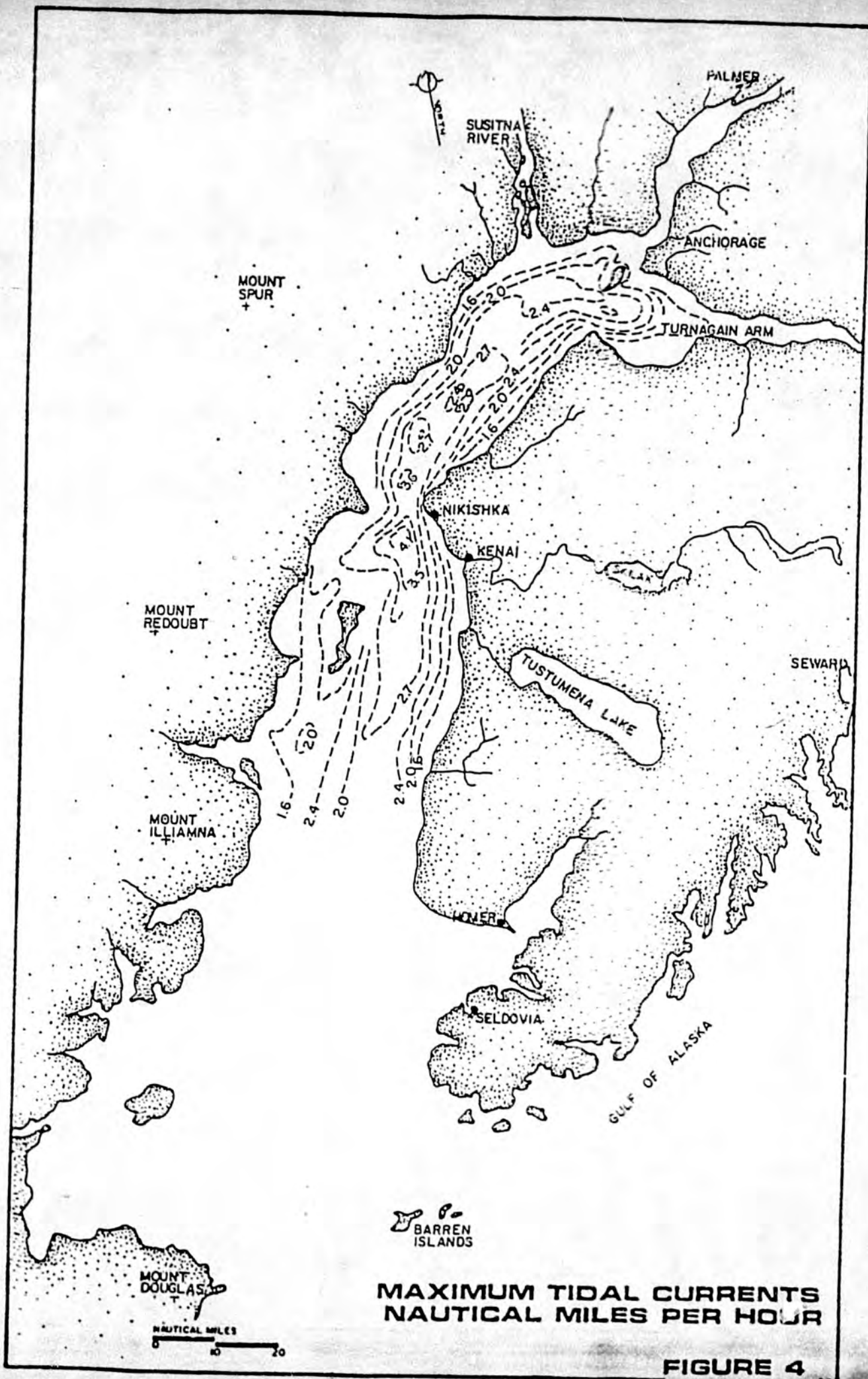






**GENERAL LIMITS
MEAN 50% ICE COVER
ON COOK INLET**

FIGURE 6



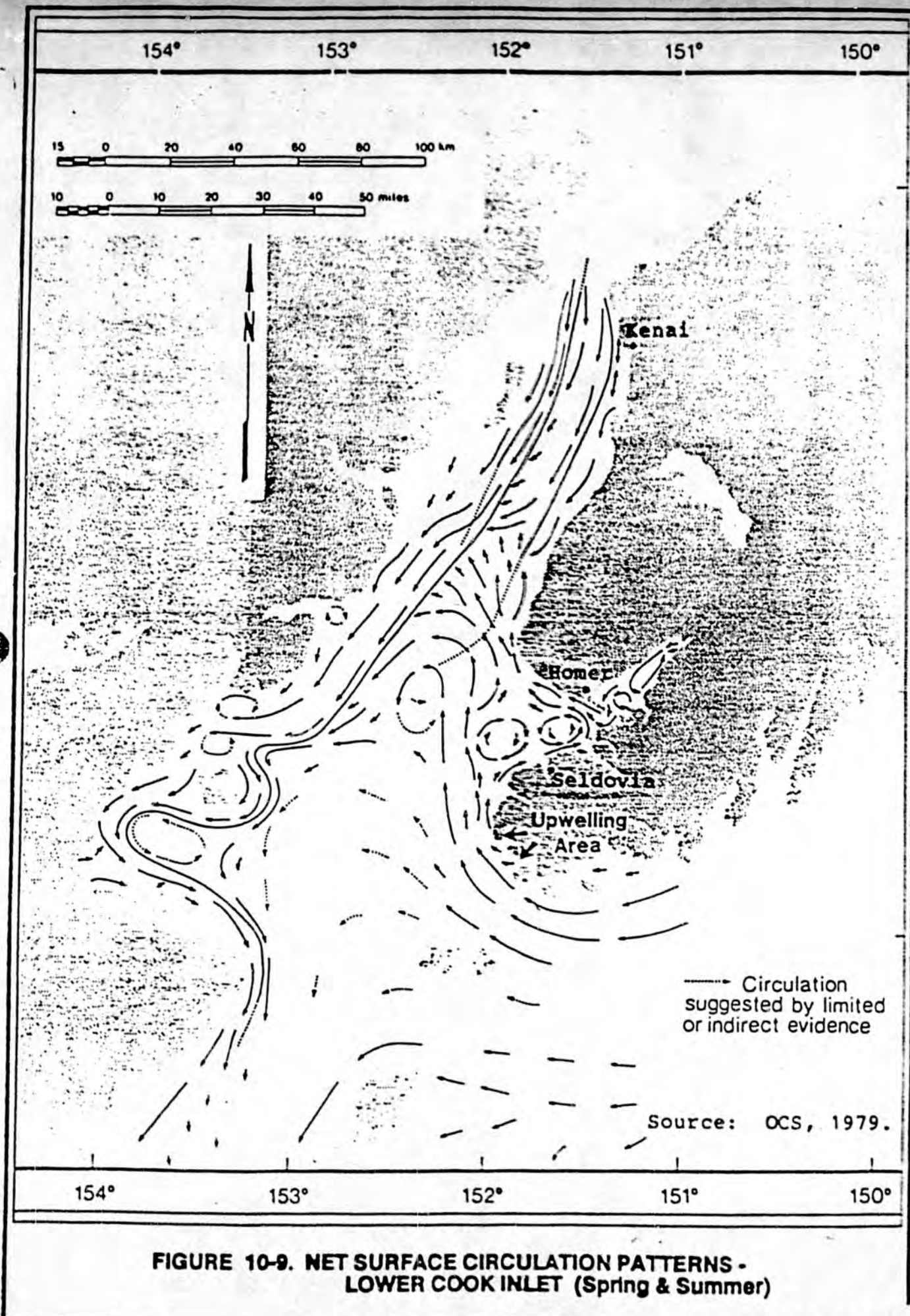


**FIGURE 10-9. NET SURFACE CIRCULATION PATTERNS -
LOWER COOK INLET (Spring & Summer)**

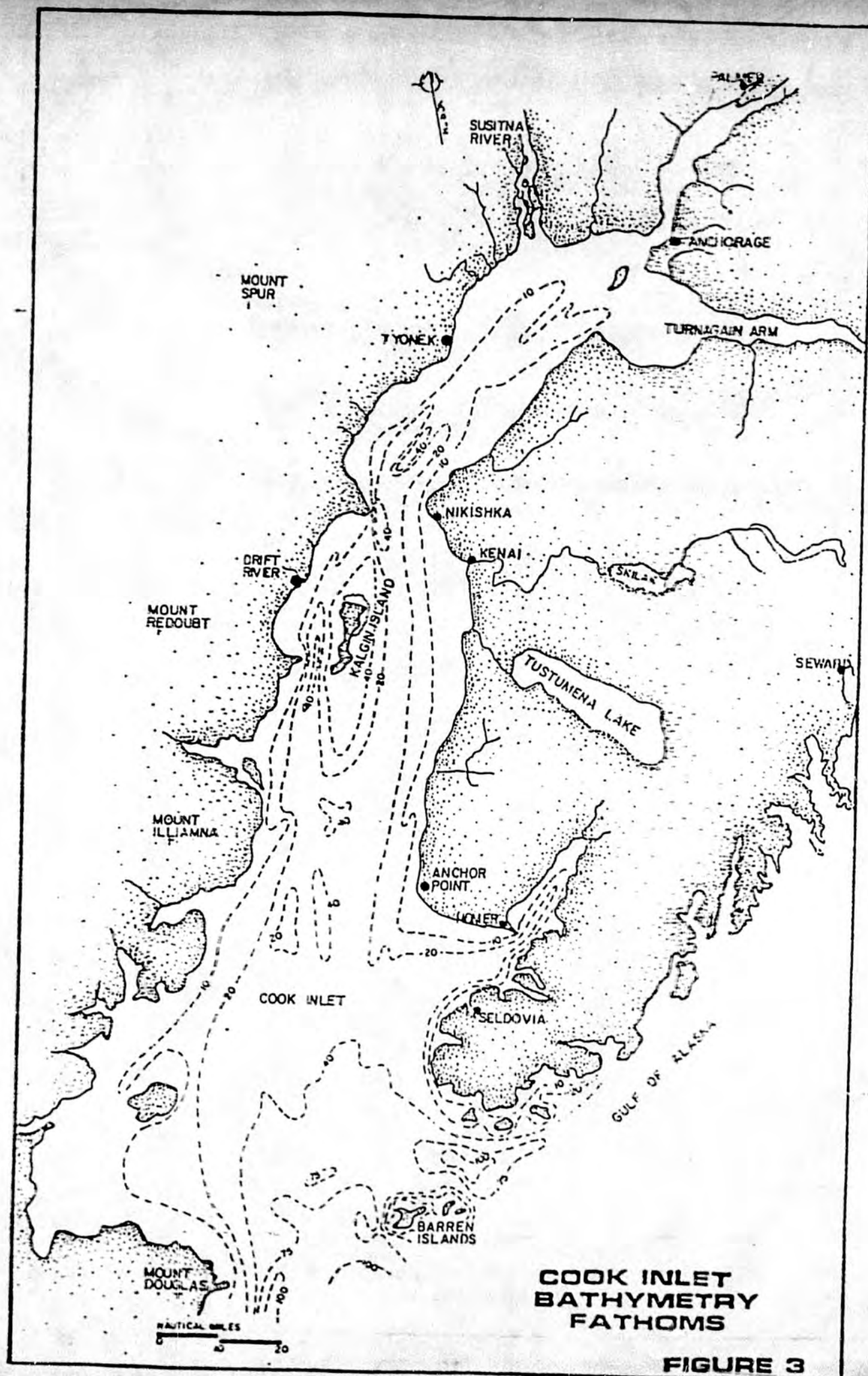
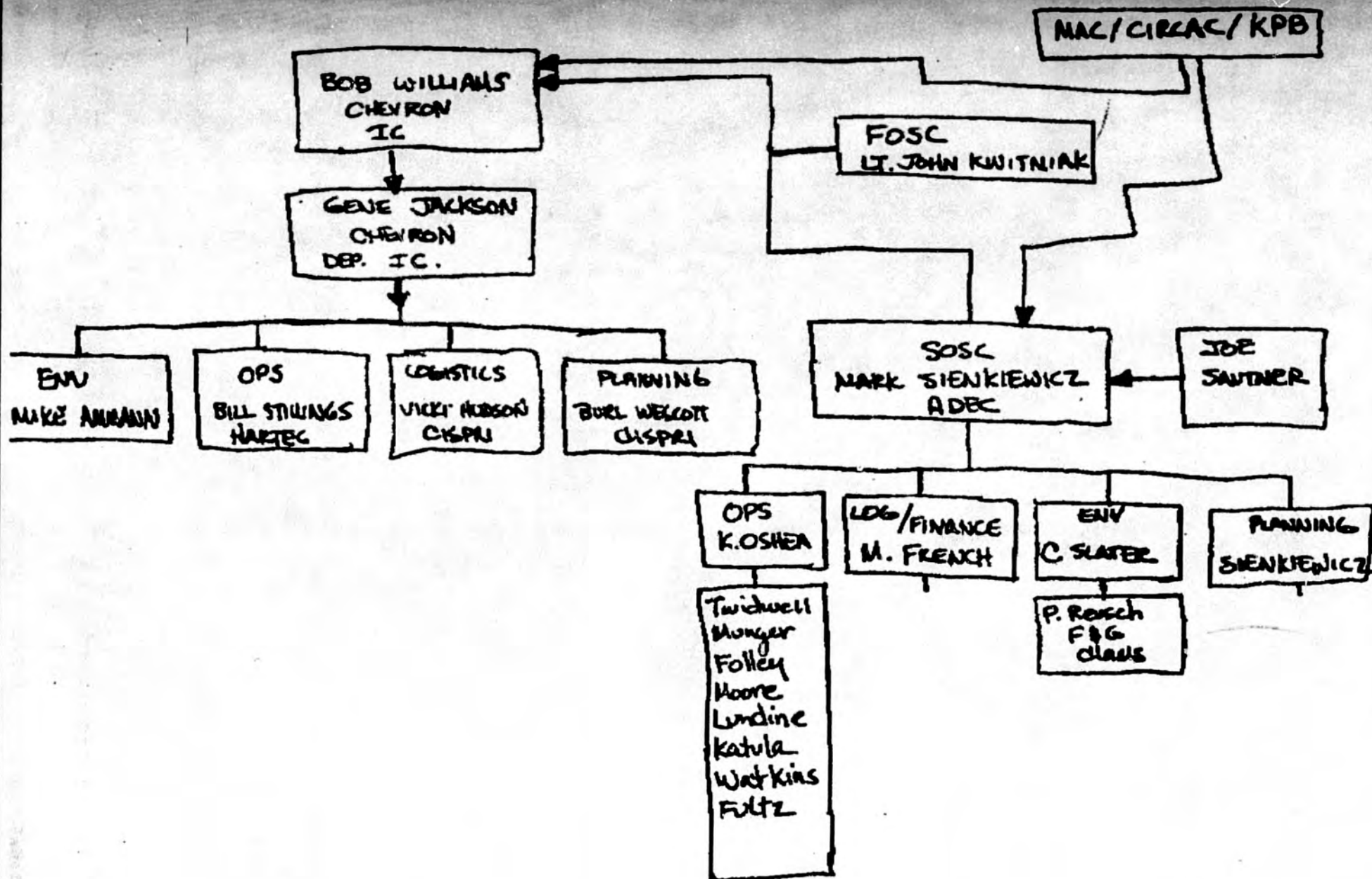


FIGURE 3



MEMORANDUM State of Alaska

To: Michael A. Conway
Director, SPAR
Department of Environmental
Conservation

Date: January 4, 1992

File No.:

Telephone:

Subject: Chevron Kenai Pipeline (KPL) Oil Spill: Encumbrance
of Funds and Type A Emergency Procurement Declaration

From: Svend Brandt-Erickson
Regional Administrator

The Southcentral Regional Office requests \$25,000 from the Oil and Hazardous Substance Release Response Fund (Response Fund) for expenditures for the Department's response to a crude oil spill in Cook Inlet. The Department of Environmental Conservation (DEC) is also declaring this oil spill a Class A Emergency per Alaska Statute, AS 36.30.310 and Alaska Administrative Code, AAC 12.440. The factual basis for this request and determination is:

Date of Incident: Saturday, January 4, 1992 at approximately 12:30 am, local time.

Location: Chevron KPL Dock near Kenai, Alaska.

Description: Approximately 400 barrels of north slope crude oil were released directly into Cook Inlet from a frozen ballast water pipeline that ruptured. An investigation is underway.

Responsible Party: Responsible party to be determined.

Basis for Determination: An imminent threat to public health, welfare and safety exists. Immediate actions by DEC staff are necessary to prevent damage to property or facilities. The crude oil was released on an incoming tide and moved up Cook Inlet initially. The crude oil at the time of this request is located in the east tide rip and consists of a 300 yard wide band that is approximately 1 - 6 miles offshore. A response is underway and a dispersant application is anticipated to minimize shoreline impacts. The Department is conducting an organized response from the command post at the Kenai Pipeline Offices on the Kenai. Monitoring of the situation will continue and adjustments made in the nature of the emergency as the situation changes.

Funding Request: Funding is necessary for staff travel to the spill site, per diem, contractual support such as boats, helicopters or fixed-wing aircraft and sample analyses to carry out the attached and future Incident Objectives. All procurement will be approved by the State On Scene Coordinator or delegated representative and accompanied by a justification as to why the particular contractor was selected and why the particular goods or services are needed to meet the Type A Emergency conditions.

This project is eligible for Response Fund funding under AS 46.08.040(a)(1). No alternative funding sources are available at this time. Not funding this work will jeopardize the state's ability to carry out the Incident Objectives, which may result in additional negative impact to state resources and limit our ability to assess penalties and collect damages.

Cost recovery of expenditures will be sought as follows:

- all state expenditures are being documented and will be forwarded to the Department of Law for development of a Bill for Collection from the responsible party.

The start date for this project was January 4, 1992 and should continue through January 30, 1992. The project manager who will be responsible for budget management, obligation/expenditure approval, fund report documentation, justification and cost recovery for this project is Svend Brandt-Erickson. Mark Sienkiewicz is delegated to approved expenditures on-scene.

The budget request for this project is based on the following estimated line item breakout:

71000: \$9,000

Mark Sienkiewicz, EPS, PCN 7574
Gary Folley, EPS, PCN 7533
Joe Sautner, EPS, PCN 7609
Margaret French, CT, PCN 7180
Matt Carr, EPS, PCN 7607
Ted Moore, EPS, PCN 7575
Deb Bloom, PIO, PCN
Kevin O'Shea, EPS, PCN 7570
Larry Dietrick, EPS, PCN 7161

(Other staff may be called upon to assist)

72000: \$5,000 - Travel and per diem for staff from Anchorage and possibly from Juneau to Kenai for state spill response activities.

73000: \$10,000 - Rental of boats, planes, helicopters for spill tracking and responsible party oversight, spill source and spill sample analyses.

74000: \$1,000 - Still camera film, video tape, processing and miscellaneous field supplies.

75000: No equipment purchases are anticipated at this time.

Total Budget Request: \$25,000

Attachments: Incident Objectives