

DUPLICATE

Oil Spill Public Information Center
Report # RPR-00531

COPY

NATIONAL TRANSPORTATION SAFETY BOARD

In re

The Matter of the Investigation
of the Accident Involving the
Grounding of the EXXON VALDEZ,
March 24, 1989

SUPPLEMENTAL TWENTY-FOUR HOUR
CHRONOLOGY OF EVENTS FOLLOWING
THE GROUNDING OF THE EXXON VALDEZ
MARCH 24, 1989

Submitted by,
Alyeska Pipeline Service Company



GLOSSARY OF TERMS

TERMS:

ADEC	--	The Alaska Department of Environmental Conservation.
ADDSPAC	--	Aerial/Dispersant Delivery System Package.
AG	--	The Alaska State Attorney General.
Alaska Clean Seas	--	A cooperative group from Prudhoe Bay that assisted with equipment and personnel.
ALASCOM	--	Alaska Communications, Inc.
Alyeska	--	The Alyeska Pipeline Service Company that manages the Trans-Alaskan Pipeline and operates an ocean-going tanker terminal near the town of Valdez, Alaska.
BWT	--	Ballast water treatment.
CIRO	--	Cook Inlet Response Organization, a cooperative group that assisted with oil spill response equipment and personnel.
Clean Bay	--	A San Francisco oil spill cooperative group that provided oil spill response equipment.
Clean Sound	--	A Seattle-based oil spill cooperative group.
Crowley	--	Crowley Maritime Corporation, a company that furnishes tugboats and crews to the Alyeska Terminal for oil spill response and tanker escorts on a contract basis.
Crowley Dock	--	The tugboat dock at the Terminal.
ECA	--	The Alyeska Emergency Center in Anchorage.
ERB	--	The Emergency Response Building at the Valdez Terminal, where the Terminal stores much of its emergency response equipment.
Earthmovers	--	Earthmovers of Fairbanks, Inc., a company that furnishes heavy machinery operators to Alyeska on a contract basis.

Fender -- A very large, inflatable, bumper hung over a ship's side to protect it during lightering.

Fluor Dock -- A staging and loading dock at the Alyeska Terminal.

Lightering -- The process of bringing two ships or barges alongside each other so that oil may be pumped from one vessel into another through lightering hoses.

NTSB -- The National Transportation Safety Board.

OCC -- The Operations Control Center at the Terminal is the center for monitoring and controlling the flow of oil through the pipeline. The OCC is manned twenty-four hours a day.

OSCP -- The Alyeska Oil Spill Contingency Plan.

PCM -- A Portable Communications System, a small trailer-like building containing communications equipment, that was airlifted to Reef Island.

Price -- Price Construction Company, a company that supplies contract laborers for Alyeska.

PWS -- The Prince William Sound.

RRT -- The Regional Response Team operates under the direction of the On-Scene Coordinator, a designated government official, and is made up of representatives from the United States Coast Guard, the Alaska Operations Office, the Environmental Protection Agency, the Alaska Department of Environmental Conservation and other state and federal agencies.

SCADA -- Supervisory Control and Data Acquisitions, Alyeska.

Strike Force -- The Pacific Strike Force, the United States Coast Guard's oil spill response group.

Terminal -- The Alyeska Pipeline Service Company terminal facilities in Valdez.

USCG -- The United States Coast Guard.
 VEC -- The Valdez Emergency Center.
 VECO -- A company that provides contract labor to Exxon.
 Westmark -- Hotel used by Exxon in Valdez, Alaska for its command center.

PEOPLE:

Allen, Al Spiltec, outside consultant to Alyeska on dispersants and burning.
 Baldridge, John Alyeska, "B" Shift Supervisor, Valdez.
 Barnum, David Alyeska, "A" Shift Lead Technician, Valdez.
 Birkner, Alice Director, International Bird Rescue Center.
 Bogart, James Alyeska, OCC, Valdez.
 Bohlmann, Kevin Alyeska, "A" Shift Marine Technician, Valdez.
 Borgen, Harvey Exxon Shipping Co., West Coast Fleet Manager.
 Brennan, Thomas Alyeska, Associate Manager Public Relations, Anchorage.
 Brouhard, Harold Alyeska, Marine Technician, Valdez.
 Brown, Rex Alyeska, Ballast Water and Treatment Supervisor, Valdez.
 Buhite, Tom Alyeska, Field Environmental Specialist, Anchorage.
 Burke, Keith Alyeska, Manager of Operations, Planning and Logistics Support, Anchorage.
 Cirigliano, Tom Exxon, Public Relations.
 Cornett, Don Exxon, Public Relations.
 Cox, Don Exxon Pipeline.
 Day, Andrew Alyeska, "B" Shift Marine Maintenance Technician, Valdez.

Delozier, Mark	United States Coast Guard.
Derifield, Michael	Alyeska, Pipeline/Terminal Controller, Valdez.
Dietrich, Steven	Alyeska, Vice President of Administration, Anchorage.
Dragnich, Don	Exxon.
Dupree, Barbara	Alyeska, Secretary to Valdez Terminal Superintendent, Valdez.
Dupree, George	Alyeska, Manager of Supervisory Control and Data Acquisitions, Valdez.
Durly, Kenneth	Alyeska, Field Environmental Specialist, Anchorage.
Eldridge, Barry	Cook Inlet Response Organization.
Falkenstein, Thomas	United States Coast Guard.
Fletcher, David	Alyeska, OCC, Valdez.
Gallaher, Kathy	Alyeska, Senior Materials Coordinator for Operations, Planning, Logistics and Support, Anchorage.
Gillette, Thomas	Exxon Shipping Company, External Affairs Consultant.
Globig, Jon	Alyeska, Pipeline and Civil Maintenance Supervisor, Anchorage.
Greenlee, David	Alyeska Equipment Manager, Valdez.
Groundwater, Lance	Alyeska, "A" Shift Marine Maintenance Technician, Valdez.
Hazelwood, Joseph	Exxon, Captain of the EXXON VALDEZ.
Heffernan, Frank	Alyeska, Oil Movements, Anchorage.
Henman, Ivan	Alyeska, Vice President of Environment & Engineering, Anchorage.
Heinze, Harold	Atlantic Richfield Company.
Hilliker, Ben	Alyeska, Manager of Environmental Impact, Anchorage.

Holmes, R. D.	Alyeska, "C" Shift Marine Technician, Valdez.
Howitt, William	Alyeska, Manager of Engineering, Anchorage.
Hutton, David	Crowley Tug Operations Manager.
Iarossi, Frank	Exxon Shipping Company, President.
Jenne, Theron	Alyeska, Manager of Supervisory Control and Data Acquisitions, Anchorage.
Jernigan, Jerry	Alyeska, Purchasing Supervisor, Anchorage.
Jones, Gail	Alyeska, Insurance and Claims, Anchorage.
Johnson, Mark	Alaska Clean Seas.
Johnson, Brian	Alyeska, OCC Controller, Valdez.
Jordan, Neal	Alyeska, Supervisory Control and Data Acquisitions Technician, Valdez.
Kent, Richard	Alyeska, "A" Shift Lead Maintenance Technician, Valdez.
Kiml, Edward	Alyeska, Security Supervisor for Southern District, Valdez.
Kiml, Patricia	Alyeska, Secretary of the Marine Operations Department, Valdez.
Koszarek, Phillip	Alyeska, "B" Shift Marine Technician, Valdez.
Lawn, Dan	Alaska Department of Environmental Conservation.
Lawrence, David	Alyeska, Lead Marine Technician, Valdez.
Lieto, Joseph	Alyeska, Operations, Planning and Logistical Support, Anchorage.
Lindblom, Gordon	Dispersant consultant for Exxon Shipping Company.
Ludlow, Les	Arco Pipeline Company.
Macy, Charles	Alyeska, "D" Shift Technician, Valdez.
McCall, Steve	Commander and On-Scene Coordinator, United States Coast Guard.

McElrath, Howard	Alyeska, Warehouse Supervisor, Valdez.
McKay, Mac	Alyeska, "A" Shift Marine Operations Supervisor, Valdez.
Meidinger, Glenn	Alyeska, "A" Shift Maintenance Technician, Valdez.
Mercer, Ellis	Alyeska, Manager of Contracts & Materials, Anchorage.
Mikkelsen, Richard	Alyeska, Environmental Advisor, Anchorage.
Nelson, Edward	Admiral United States Coast Guard.
Nelson, George M.	Alyeska, President, Anchorage.
Nelson, George N.	British Petroleum.
O'Donnell, Charles	Alyeska, Terminal Superintendent, Valdez.
Oftedal, Willard	Alyeska, Power Vapor/Oil Movement & Storage Maintenance Supervisor, Valdez.
Parker, Bruce	Biegert Aviation.
Polasek, Theo	Alyeska, Vice President of Operations, Anchorage.
Prevost, Mike	Alyeska, "A" Shift, Marine Maintenance Technician, Valdez.
Pugh, Roderick	Alyeska, Manager of Power Vapor/Oil Measurement & Storage, Valdez.
Pyburn, Brent	OSR, Ltd. (England) Service Centre Manager.
Rassinier, Craig	Exxon Shipping Company, Environmental Conservation Coordinator.
Robinson, Claude	Alyeska, Engineering Project Manager, Valdez.
Rogers, Ed	MarkAir.
Runnels, John	Alyeska, "D" Shift Supervisor, Marine Operations, Valdez.
Ruskauff, Donald	Alyeska, Anchorage.

Sarich, John	Alyeska, Supervisory Control and Data Acquisition, Terminal Maintenance Supervisor, Valdez.
Sarnacki, Walter	Alyeska, "C" Shift Marine Operations Supervisor, Valdez.
Shier, Lawrence	Alyeska, Manager of Marine Operations, Valdez.
Smith, William	Alyeska, "C" Shift Marine Technician, Valdez.
Smith, Perry	Exxon, Houston.
Smith, Richard	Exxon Shipping Company, Staff Engineer.
Smith, Susan	Alyeska, Warehouse Materials Handler, Valdez.
Staker, Lamont	Alyeska, Valdez, "B" Shift Supervisor, Marine Maintenance, Valdez.
Strub, Charles	Alyeska, Manager of Pipeline & Terminal Equipment Support, Anchorage.
Taylor, Duane	Alyeska, Manager of Safety, Valdez.
Von Bargaen, Lyle	Alyeska, Public Relations, Valdez.
Warner, Darrell	Exxon, Pipeline Company, President.
Whitcom, Frank	ALASCOM.
Wilkinson, Ronald	Alyeska, Manager of Oil Movement, Anchorage.
Williams, Joel	Alyeska, Power/Vapor - Oil, Measurements and Safety, Terminal, Valdez.
Wilson, James	Alyeska, Marine Specialist, Valdez.
Wolk, Ronald	Alyeska, Manager of Environment Department, Anchorage.

MARINE VESSELS AND EQUIPMENT:

Alyeska's marine spill response equipment includes the following equipment:

Marco Class V skimmer
Marco Class VII skimmer
Yellow Grayling workboat
Black Grayling workboat
Black Monarch workboat
Yellow Monarch workboat
Contingency Barge, a floating work station

During the response, the following tugboats were on lease to Alyeska by Crowley Maritime Corporation:

THE PATHFINDER
THE STALWART
THE SEA FLYER
THE KAVIK
THE CHAMPION

In order to assist in the response, the following vessels of opportunity were placed under contract during the response by either Alyeska or Exxon:

ALBA II
ALLEN V
BATTLE BORN
BLUE FOX
BORODKIN
BOSTON WHALER
BULLDOZER 2
CATALINA
COHO II
CORY ANNA
DANIEL FOSS
DETTINGER
DORENE
EARLY TIME
FOSS Barge
GLACIER ISLAND
GREGORIEF
HELINKA "B"
HELVEKA
ITSWOOP
JEFFERY FOSS

MISS KITTY
M/V CONSTRUCTOR
ORCAS
NORTHERN GIRL
OUTRAGE
PAPA MAX
PATTY ANNE
PERRY
RICKY
RUBY III
RUSH
S. EDGE
SEA HAWK
SEA RUBY
SEA VIEW
SEAVIES
SEGE
SMITTY - KAY
SNOPPY 3
STEVEN DANIEL
THE 21

KOMPKOFF
LITTLE SHELLY
LPW Tug
LCM SEA HAWK
LUCKY DOVE
MIDNIGHT SUN
MILLIE V

TITAN
TODEMOFF
TOTEMOFF
TRES SUARTES
VICTORY MAID
VINCE PEEDE
VLASKOFF

Immediately prior to the spill or shortly thereafter, the following oil tankers were in or around Prince William Sound:

ARCO INDEPENDENCE
ASPEN
CHEVRON CALIFORNIA
EXXON BATON ROUGE
EXXON VALDEZ

When notified of the spill, the USCG dispatched the pilot boat CHIRIKOF to the scene.

0470A

14

FRIDAY MARCH 24, 1989

Approximate Time

- 0001 Valdez Terminal reports weather conditions at the Terminal: Calm wind, cloudy, the temperature is 33 degrees.
- 0004 The **EXXON VALDEZ** is hard aground on Bligh Reef.
- 0027 Captain Hazelwood (Exxon) reports to the USCG in Valdez that the tanker is aground and is leaking oil.
- 0030 The USCG notifies Barnum, Alyeska's acting Supervisor of the Marine Department's "A" Shift at the Terminal, of the grounding.
- 0030 Pursuant to USCG order, the tug **STALWART** is dispatched from Alyeska's Marine Terminal to assist and stabilize the **EXXON VALDEZ**.
- 0030 The tug **SEA FLYER** is ordered to stand by at Crowley Dock.
- 0030 Alyeska Operations Control Center ("OCC") night personnel commence notification procedures and mobilization of Alyeska personnel and equipment. The on-duty Marine Operations crew totals 11 persons of which 9 are immediately available for response.
- 0032 The OCC notifies Shier, the Terminal's Manager of Marine Operations, of the grounding.
- 0034 The OCC notifies Robinson, the Terminal's Engineering Project Manager, of the grounding.
- 0035 Shier notifies Hutton, Crowley Operations Manager, of the grounding to ensure that a rescue tug has been dispatched to the grounding site.
- 0038 The **EXXON VALDEZ** reports weather conditions at Bligh Reef: Drizzle, wind at 10 knots, slight seas, visibility 10 miles.
- 0040 Shier notifies O'Donnell, Alyeska's Terminal Superintendent, of the grounding, and informs him that, as Oil Spill Coordinator, Shier will be opening and supervising the Valdez Emergency Center ("VEC").
- 0040 The USCG orders the **CHIRIKOF** to Bligh Reef for reconnaissance.
- 0042 The USCG orders Port Valdez closed to tanker traffic.

FRIDAY MARCH 24, 1989

Approximate Time

- 0045 Before going to the VEC, Shier stops at the USCG Center in Valdez to gather the most current information from Commander McCall (USCG). McCall says there is oil in the water, but there is no indication as to the amount. Falkenstein (USCG), Delozier (USCG), and Lawn (ADEC) will be sent to assess the damage.
- 0045 Barnum meets with Alyeska's "A" shift and orders them to (1) check and ready all boats in the Terminal small boat harbor; (2) tow the contingency barge to Fluor Dock; (3) take all available boom to Fluor Dock for loading; (4) put the Sea Packs in water for towing to site; and (5) generally gather all necessary supplies and equipment.
- 0045 The OCC notifies Mikkelsen, the on-call Duty Officer for Alyeska's Anchorage operations, that the **EXXON VALDEZ** is aground on Bligh Reef, loaded with ~~1~~ 1.3 million barrels of oil.
- 0050 Mikkelsen contacts Henman, the Vice President of Alyeska's Environment and Engineering Department, who in turn notifies Alyeska's President, Nelson.
- 0050 The OCC notifies Lawn (ADEC) of the spill.
- 0052 The OCC notifies Hunt (BLM) of the spill.
- 0100 The tug **PATHFINDER** is ordered to standby.
- 0100 Barnum assigns Frank, the acting Lead Technician of the "A" Shift, to oversee loading at the Terminal small boat harbor, where an effort is made to load as much equipment as possible due to the distance of the spill site from the Terminal.
- 0100 Bohlmann, "A" Shift Marine Technician, assists in retrieving Vikoma Sea Packs, and later moves connexes to Fluor Dock.
- 0100 Barnum notifies McKay, "A" Shift Marine Operations Supervisor, of the spill. McKay will arrange for a crane operator to report to the Terminal.
- 0110 McKay calls Meidinger, an Alyeska crane operator, and instructs him to report to the Terminal.
- 0115 The VEC is opened by Wilson (Alyeska) and Hutton (Crowley).

FRIDAY MARCH 24, 1989

Approximate Time

- 0123 Nelson notifies Warner (Exxon) that the EXXON VALDEZ has run aground in Prince William Sound.
- 0130 Henman opens the ECA.
- 0130 The SEA FLYER's mate and deckhand depart on a line boat to move the contingency barge from the Terminal's small boat harbor to Fluor Dock where equipment is being staged.
- 0135 Mikkelsen arrives at the ECA.
- 0136 Nelson calls the VEC for an update and orders that all media inquiries be referred to the ECA.
- 0138 Following the USCG briefing, Shier arrives at the Terminal. Checking in at the Terminal gate, Shier meets Meidinger and gives him a ride into the Terminal.
- 0148 McKay arrives at the Terminal and reports to Shier.
- 0200 The contingency barge arrives at Fluor Dock for loading.
- 0200 McKay arrives at Fluor Dock and Alyeska personnel begin to clear snow from the barge. Within the next hour, McKay calls certified crane operators and directs them to report to the Terminal as soon as possible to rig equipment for loading on the barge and to back up Meidinger on the crane, if necessary.
- 0200 Day, "B" Shift Maintenance Technician, arrives at the Terminal and is instructed to go to the Emergency Response Building ("ERB") to ready equipment. One priority is staging the Yokohama fenders.
- 0202 The VEC receives a status report from Crowley concerning additional Crowley vessels and barges located in Alaska.
- 0206 High tide fails to refloat the EXXON VALDEZ.
- 0209 Shier directs the ECA to contact Biegert Aviation to obtain additional dispersant and application systems.

FRIDAY MARCH 24, 1989

Approximate Time

- 0210 McKay arranges for Earthmovers to remove the 70-ton crane from Fluor Dock and bring in the 45-ton crane to be ready to load equipment onto the barge. The 45-ton crane is faster than the 70-ton crane at loading the light equipment going on the barge. The 45-ton crane is ready for use by the time equipment was staged for loading.
- 0210 Lieto, a member of Alyeska's Logistical Support Group, contacts Security Aviation and ERA Aviation to locate all available aircraft and crews to place under contract to Alyeska.
- 0215 Hilliker, Alyeska's Manager of Environmental Impact, reports to the ECA and is informed that the extent of damage to the tanker is still unknown.
- 0223 Shier updates Henman and Nelson. The most immediate problem is dislodging the tanker from the reef. Sheen on the water indicates that the oil is moving south.
- 0225 Jernigan, Alyeska's Purchasing Supervisor, is ordered to report to Alyeska's Anchorage offices to begin contract efforts.
- 0227 The CHIRIKOF crew reports that the oil slick has extended a half mile south of the ship.
- 0230 Bohlmann finishes moving five connexes from the ERB to Fluor Dock with a forklift. He continues moving supplies to the barge and assists in removal of snow from the barge until his shift ends.
- 0230 Workers begin staging the lightering equipment and skimming materials for loading onto the contingency barge.
- 0230 The VEC receives an updated report that the EXXON VALDEZ is aground in six fathoms of water.
- 0230 Within the hour, Robinson (VEC) runs oil spill computer models which indicate that the oil is headed away from land and should not impact the shoreline for several days.
- 0236 Robinson orders that Allen (Spiltec), Alyeska's oil spill consultant, be notified and be brought in for consultation purposes.

FRIDAY MARCH 24, 1989

Approximate Time

- 0238 Shier orally requests permission to use dispersants from McCall (USCG).
- 0238 McCall (USCG) informs the VEC that the **EXXON VALDEZ** is still aground, that there is an oil sheen on the water and more oil is leaking.
- 0245 The **STALWART** arrives at the **EXXON VALDEZ** on Bligh Reef to stabilize the ship and rescue the crew if necessary.
- 0249 USCG Strike Team assistance is requested. Four Strike Team members are scheduled to arrive at Cordova airport at 1530.
- 0254 Polasek, Alyeska's Vice President of Operations, reports to the ECA.
- 0256 Shier and Nelson discuss use of equipment and people. They decide to call out 11 additional Alyeska personnel and 15 contractors.
- 0256 The VEC receives a weather update: Winds north at 10 knots, visibility 10 miles, lots of ice.
- 0300 An inventory is conducted of all radios, battery chargers and other necessary equipment needed for communications.
- 0300 The VEC contacts Runnels, "D" Shift Supervisor, and orders him to mobilize his off-shift crew.
- 0300 An additional tug, the **KAVIK**, is leased from Crowley.
- 0300 The VEC contacts Price Construction Company and requests 15 additional people.
- 0300 Lawn calls Shier from the **EXXON VALDEZ** and informs him that the oil is leaking to the offshore side of the ship, which indicates that there is no immediate danger of oil reaching the shore.
- 0300 Alyeska begins contracting with private vessels to supplement the response to the spill.

FRIDAY MARCH 24, 1989

Approximate Time

- 0300 Day oversees the staging of the Yokohama fenders. The fenders are buried under snow, because there was no room in the ERB to store them. The location of the fenders is marked by long, fluorescent snow poles. Using a front-end loader and eight to ten people, it takes approximately three hours to dig them out, load them onto trucks, and stage them at Crowley Dock.
- 0305 Iarossi (Exxon) contacts the ECA.
- 0310 Lieto obtains a list of all available aircraft from ERA Aviation and informs ERA that Alyeska would place all available aircraft under charter.
- 0315 Staker, the Supervisor of the off-duty Marine Maintenance crew, is instructed to call in the "B" Shift.
- 0320 The USCG informs Alyeska that although the tanker is stabilized, the starboard slop tank, the wing tank and 5 center tanks are damaged.
- 0321 The USCG representative aboard the **EXXON VALDEZ** gauges the damaged tanks and determines that 138,000 barrels have spilled.
- 0324 Shier reports to Nelson and Henman that the USCG reports 138,000 barrels have already spilled, and that the tanker should lose more oil.
- 0325 The VEC receives a weather update: Wind east at 15 knots, 3 foot seas over the next 48 hours, winds may shift from northeast to southeast.
- 0327 Shier informs the ECA that the USCG and ADEC are at the spill site, that he has directed Alyeska personnel to begin locating additional skimming equipment, self-propelled and other, from cooperatives, CIRO and Alaska Clean Seas, and that Alyeska has called in sufficient personnel to mobilize all available equipment at first light. Twenty to twenty-five people have been called to report in at 0600, and there are off duty personnel as well. Polasek advises Shier to protect the shoreline and recover as much oil as possible, and informs him that Exxon is preparing a team to be dispatched to the tanker. Harvey Borgen will be in charge of that team.

FRIDAY MARCH 24, 1989

Approximate Time

- 0330 Runnels has contacted seven of the eleven people on his shift and ordered them to report to the Terminal.
- 0330 The VEC is informed that McKay has called out crane riggers, and that Earthmovers is dispatching a mechanic with equipment.
- 0337 Nelson informs Cornett (Exxon) that the tanker is on Bligh Reef, has at least three tanks with holes, and has spilled 138,000 barrels so far.
- 0345 Allen (Spiltec) is contacted and told to prepare to fly to Valdez.
- 0350 O'Donnell and Runnels report to the VEC.
- 0400 Between 0400 and 0600, Henman directs Hilliker to contact Biegert Aviation to arrange for aircraft for dispersants, and members of the Logistics Support Group arrange to stage all available dispersants in Alaska in Anchorage.
- 0400 Borgen (Exxon) reports to the ECA that Exxon has mobilized a response team, that Biegert Aviation has been contacted for dispersants and that Cornett (Exxon) is en route to Valdez.
- 0400 O'Donnell authorizes Smith, Material Handler in the Valdez Warehouse, to issue any items needed.
- 0400 Kiml, Security Supervisor at the Terminal, calls Stevens to lease the VINCE PEEDE to transport personnel to the spill site. Kiml gets no answer, calls the police to go to Stevens' house and wake Stevens up. Stevens calls Kiml five to ten minutes later, and Alyeska arranges lease.
- 0401 Polasek informs Borgen that McCall (USCG) will make the decision to use dispersants and offers Alyeska's assistance in making arrangements for skimmers and sorbents.
- 0410 Henman informs Heinze (Arco) that equipment is going out and that Alyeska has spoken to Exxon and suggested that Exxon arrange for dispersants from Arizona.
- 0410 Alyeska arranges to send a plane from Anchorage at 0630 to conduct a visual assessment of the spill.

FRIDAY MARCH 24, 1989

Approximate Time

- 0414 The USCG contacts the tanker, the **EXXON BATON ROUGE**, and instructs it to proceed to the grounding site to prepare for lightering of the **EXXON VALDEZ**.
- 0415 The USCG directs Alyeska to treat lightering as the number one priority and to transport lightering equipment to the spill site. The USCG, however, is unable to advise the VEC how close the **EXXON BATON ROUGE** will be able to maneuver to the **EXXON VALDEZ**, creating uncertainty as to how much lightering hose is needed. [Note that first indication of such notice in VEC Minutes is at 0445].
- 0416 McKay is notified by Barnum that he is to supervise the loading of lightering equipment on the **SEA FLYER** and that this should take priority over barge loading. McKay has the 15-ton crane moved to Crowley Dock for that effort.
- 0420 Smith (Exxon) contacts Henman at the ECA.
- 0420 Alyeska notifies the National Response Center of the spill.
- 0423 Shier discusses with the ECA arrangements for flying a crew into Valdez to run the **KAVIK**. Nelson states that arrangements have been made to secure **ADDSPACS**.
- 0425 The VEC is informed that the USCG is concerned about the stability of the **EXXON VALDEZ**.
- 0426 Iarossi (Exxon) contacts Nelson.
- 0427 Henman informs Shier that Exxon will be arranging for equipment and that Alyeska will assemble a list of contacts for Exxon.
- 0430 Shier requests an **ADDSPAC** from **CIRO**.
- 0430 Upon learning that the USCG does not have an adequate communications system, Alyeska's Manager of Supervisory Control and Data Acquisition ("**SCADA**"), Jenne calls Whitcom at **ALASCOM** to determine if a mobile satellite station would be available. Whitcom says he will check. Jenne tells him that Alyeska wanted it, and cost was not a consideration.

FRIDAY MARCH 24, 1989

Approximate Time

- 0436 Shier directs that an Alyeska representative be sent to interface with the USCG and ADEC.
- 0445 McCall (USCG) calls the VEC with an update: Lightering is the priority; 400,000 barrels are to be pumped off within thirty-six hours using two 6-inch hoses.
- 0450 The Bird Rescue Research Center in California is called and told to assemble the bird cleaning crew.
- 0457 The VEC directs that the pipeline be slowed down.
- 0458 The VEC issues orders to expedite all lightering gear and strip any available lightering hose from the other ships at the Terminal berths. O'Donnell, Shier and Runnels decide that the contingency barge should be loaded with containment equipment and that lightering equipment should be moved separately to the spill site in a tug. Shier places Marine Technician Koszarek in charge of collecting and loading lightering equipment on the tug.
- 0458 Shier updates O'Donnell at the VEC: The **EXXON BATON ROUGE** is due on the scene at 1000. The USCG remains concerned about the stability of the **EXXON VALDEZ**, that it will shift on the rocks and suffer further damage. The Strike Force is now activated.
- 0500 Lightering fenders are being prepared for transport from the Terminal with additional 6-inch cargo transfer hoses.
- 0500 Jernigan (ECA) alerts Eldridge (CIRO) and Johnson (Alaska Clean Seas) of the spill and asks that they report inventory and stand by their offices at 7:00 a.m.
- 0506 Shier calls Nelson to relay McCall's (USCG) order that lightering and stabilizing the **EXXON VALDEZ** are to have first priority. Cleanup and boom equipment will be sent later. The tug will not go to the spill site until all available hose has been located and loaded on board. Shier informs the ECA that Alyeska personnel are collecting all available lightering hoses from tankers at the Terminal.
- 0507 The VEC orders McElrath, Valdez Warehouse, to order two additional trucks of sorbent.

FRIDAY MARCH 24, 1989

Approximate Time

- 0511 The VEC orders Alyeska personnel to check with all tankers at berth for any available 6-inch lightering hose.
- 0511 Shier informs the ECA that the **EXXON VALDEZ** can be refloated once 400,000 barrels of oil are lightered from it.
- 0515 Robinson reports that a helicopter will arrive at first light, with backup to be arranged if needed.
- 0519 The VEC begins to lease smaller boats for assistance with response. McCall (USCG) approves sending Bogart to USCG headquarters to act as liaison.
- 0522 Shier advises Hutton of lightering priority. The **SEA FLYER** will take lightering equipment to the spill site.
- 0523 VEC sends Bogart to the USCG headquarters to act as a liaison.
- 0526 In response to the VEC's earlier inquiry, Alyeska personnel report that they have located two 50' x 8" hoses aboard the tanker **ASPEN** and one 3'3" x 8" hose aboard the tanker **ARCO INDEPENDENCE**, but have not located any 6" hose.
- 0528 Shier provides Lawn (ADEC) with an update.
- 0530 At about this time, Mr. Kiml starts fielding calls from local boat owners offering boats for hire. He continues to field these calls and prepares a list, which is passed on to others in the VEC.
- 0539 O'Donnell arranges with the ERA to obtain 6 passenger helicopters.
- 0540 To expedite deployment of lightering gear, the VEC directs that fenders be partially inflated en route and then inflated completely on site.
- 0540 The VEC is informed that the USCG estimates the spill at 210,000 barrels.
- 0545 Iarossi (Exxon) informs the ECA that Exxon is mobilizing a spill team to depart from Houston at 1400.

FRIDAY MARCH 24, 1989

Approximate Time

- 0545 Polasek informs Iarossi (Exxon) that Alyeska has contacted Alaska Clean Seas, CIRO, state and federal agencies, and the bird rescue experts.
- 0600 Along with the regular Alyeska work shifts, 20 additional Alyeska personnel have responded to the initial call-out and have arrived at the Terminal, and a total of 120 Alyeska personnel are already working on various aspects of the spill response in Valdez and Anchorage.
- 0600 Jernigan advises local sorbent companies, Unitec and Crowley, to be available.
- 0600 Parker (Biegert Air) returns an earlier ECA telephone call regarding ADDSPAC availability, and the ECA directs him to Exxon personnel.
- 0600 Two Sea Packs are in the water at the Terminal ready to be towed to the spill site with the contingency barge.
- 0600 In response to his earlier call, Jenne is informed that an ALASCOM satellite station was available, and he directs ALASCOM to move it to Valdez. Jenne is still not sure it will be needed, but wants to be prepared if it is.
- 0606 The VEC informs the ECA that Alyeska is establishing a remote control center for Exxon at the Westmark Hotel in Valdez.
- 0606 Shier recommends that the ECA acquire all available containment boom, skimming devices, and suckers from Alaska Clean Seas and CIRO.
- 0615 Alyeska personnel are loading hoses, Yokohama fenders, and a compressor aboard the **SEA FLYER**.
- 0621 Nelson reports that McCall (USCG) has indicated that dispersants can be used. Nelson expresses his hope that the USCG will stand by this decision.
- 0621 Nelson indicates to George N. Nelson (BP) that oil is starting to flow to the southwest, will flow across shipping lanes, and will probably hit the shore on Naked Island. It should not impact Cordova.
- 0630 McCall (USCG) orders Alyeska to fax him a formal request for dispersant use.

FRIDAY MARCH 24, 1989

Approximate Time

- 0645 Cornett (Exxon) is in the ECA and learns that the center tanks 1-5 and the starboard tanks 1, 3 and 5 on the EXXON VALDEZ were punctured.
- 0645 Alyeska arranges for delivery of the following equipment: 7500-8500 feet of boom from Prudhoe Bay, 7300 feet of boom from CIRO, 8000 gals. dispersant from Anchorage, and additional dispersant from Kenai.
- 0646 O'Donnell and Brown leave in the first helicopter for a flyover of the spill site.
- 0651 Wilkinson (OCC) directs a reduction in the rates of oil flow through the pipeline.
- 0657 Shier reports to Polasek that the USCG concurs that no exclusion booming is to be done. Instead, boom should be used to divert the oil to open water, where skimmers will operate at the leading edge of the slick.
- 0657 Shier informs the ECA that McCall (USCG) has asked Alyeska to start the application process for dispersants. The EXXON VALDEZ is in Zone 2, and McCall has talked with Cordova fishery biologists. Shier also states that Lawn (ADEC) reports that the EXXON VALDEZ has lost oil from tanks 1, 2, 3, 4 and 5 center, 1, 3, and 5 starboard, and starboard sloop tank. Slick is now 1,000 feet wide and 1.5 miles long.
- 0700 Stevens advises the VEC that the contract boat VINCE PEEDE has been loaded with food and other supplies and is ready to depart.
- 0700 Alyeska contacts CIRO and orders additional dispersants.
- 0706 Toll (USCG) arrives at the Terminal.
- 0716 Polasek informs Pyburn (Service Centre Manager at OSCR, Ltd., England) that Alyeska is trying to get as much skimming equipment as possible. Pyburn indicates that equipment from England will arrive the next day.
- 0720 Lieto coordinates the procurement of an additional skimmer from Esso.

FRIDAY MARCH 24, 1989

Approximate Time

- 0724 Nelson informs Webster that the USCG has approved dispersant use at least around the tanker and "supposedly" in PWS itself.
- 0800 Thus far, 25 private contractors have been called out.
- 0800 Delozier (USCG) and Lawn (ADEC) are aboard the **EXXON VALDEZ** and advise Alyeska not to boom the ship until receiving authorization.
- 0800 Early this morning, Jenne consults with Dupree (SCADA) regarding the best place to locate the Portable Communications Module ("PCM"), and they decide to place it on Reef Island.
- 0805 Lieto contacts Ed Rogers (MarkAir) and is told that a DC-8, loaded with dispersants, is en route and a C-130 is en route to Phoenix to pick up an ADDSPAC.
- 0805 Nelson and Polasek depart the ECA for a helicopter overflight of the grounding site.
- 0810 Pugh, one of the Administrative Managers, arrives at the Terminal and assists the VEC by arranging for helicopters. Throughout the remainder of the day, he also arranges to bring in equipment (i.e., hoses, bladders, pumps) from Alyeska pump stations and to have Alyeska personnel and contract labor called in.
- 0811 Mercer, Manager of Contracts and Materials, directs Jernigan to find and secure any available flat deck barges, supply boats and tank barges in Kenai, Homer, or any other local area. Mercer also directs Jernigan to arrange transfer to Valdez of boom, bladders, and tanks supplied by Alaska Clean Seas.
- 0842 A FAX is sent to the USCG requesting the use of dispersants.
- 0859 O'Donnell discusses the spill situation with McCall (USCG) and updates Baldrige, the "B" Shift Supervisor who will direct Alyeska's on-site response, on the size and location of the spill.

FRIDAY MARCH 24, 1989

Approximate Time

- 0900 Allen and several Alyeska personnel from Anchorage arrive at the Terminal, on the first flight from Anchorage. En route they circle the **EXXON VALDEZ** for 15-20 minutes while Allen takes photos. They observe the **STALWART** and a USCG launch present at the grounding site.
- 0910 Alyeska gives its helicopter to the USCG so that they may proceed to the **EXXON VALDEZ** in order to conduct blood and urinalysis tests on Capt. Hazelwood.
- 0912 The VEC is informed that Terminal personnel need to load the last Yokohama fender and pick up lightering hose from the **ARCO INDEPENDENCE**. The estimated departure time of the lightering equipment is 0945.
- 0930 Film taken at 0930 shows the spill to be 2 miles wide and 3 miles long, extending in a south to southwest direction from the reef.
- 0942 Dupree (SCADA) updates O'Donnell on the VEC and Exxon/Westmark communications systems coordination.
- 0952 The VEC determines personnel requirements for the night crew call-out and arranges for fifteen people from Price Construction Company (an independent contractor), all of "C" Shift, three mechanics, and one crane operator to assist in cleanup operations. The VEC contacts Sarnacki, "C" Shift Supervisor, with orders to mobilize his off-duty crew for emergency call-out.
- 0954 The VEC is informed that the Valdez animal shelter has been set up for bird cleanup.
- 0959 Arrangements are being made by Ken Durley, Alyeska Field Environmentalist Specialist, with CIRO to air transport two helicopters, an ADDSPAC, two technicians, fire boom, helitorch, and dispersant.
- 1000 Robinson receives notification from the USCG that their FAX in Valdez is malfunctioning. The USCG requests that Alyeska FAX its dispersant request directly to three other members of the RRT.
- 1010 Loaded with lightering equipment, the **SEA FLYER** pulls away from Crowley Dock at 0950, stopping at the **ARCO INDEPENDENCE's** berth to load additional hoses, and then leaves the Terminal. Nine Alyeska people are on board.

FRIDAY MARCH 24, 1989

Approximate Time

- 1012 The VEC arranges for Martech to send an 85 foot boat from Seldovia.
- 1012 The VEC is informed that four 6,000 gallon DRA tanks and six 4,000 gallon bladders are en route to Valdez. In addition, by about this time, approximately 13,000 feet of sea boom is on its way to the Terminal from various locations around the state.
- 1035 The pilot boat CHIRIKOF surveys and approaches the EXXON VALDEZ for lightering.
- 1127 Nelson and Polasek arrive at the VEC.
- 1128 Alyeska is informed that dispersant and burn equipment is to be shipped by CIRO on Northern Air Cargo, leaving at 1400.
- 1130 A computer analysis of the ship's stability indicates that if the ship comes off the reef, it might roll over within 30 to 90 seconds.
- 1137 The tug PATHFINDER, with the contingency barge and Class V and VII skimmers in tow, departs the Terminal en route to the spill site under Baldrige's command. Two 26 foot Graylings and two 26 foot Monarch workboats also depart the Terminal under their own power. Equipment with the barge includes three Vikoma Sea Packs, 3,700 feet of sorbent boom, 7,000 feet of sea curtain, 4,500 feet of sea boom, two 1,000 gallon bladders, a light plant, air compressor, life raft and at least 20 bales of sorbent pads. In addition to the bladders, the tug has a 2,500 gallon slop tank, and the Class V and VII have a combined capacity of 120 barrels.
- 1145 The ECA locates 2,600 ft. of boom belonging to Shell Operations in Anchorage, which can be flown to Valdez.
- 1200 The oil slick is currently 3 miles wide and 5 miles long; winds from northeast at 10 knots; seas 1 foot; visibility is 10 miles.
- 1200 Alyeska submits handwritten request forms to the USCG for permission to conduct in situ burning.
- 1200 An RRT teleconference occurs regarding use of dispersants and burning.

FRIDAY MARCH 24, 1989

Approximate Time

- 1200 Alyeska hires 32 contract laborers employed for the day shift and 20 employed for the night shift on behalf of Exxon.
- 1200- The EXXON BATON ROUGE is on site to offload
1300 the EXXON VALDEZ (USCG quote "3-4 hours before offloading is possible"); broken ice may inhibit skimmer operations and oil recovery.
- 1205 The SEA FLYER arrives alongside the EXXON BATON ROUGE with lightering equipment, starts offloading hoses and fills Yokohamas with air.
- 1209 Throughout the morning, Alyeska had been contacting potential sources in the state for supporting oil barges. Dietrich decides to lease two 30,000 barrel barges, one from Seward and one from Homer, and directs both to begin moving toward Valdez immediately.
- 1214 The VEC dispatches a message to all pipeline pump stations directing that any available bladders, pumps and hoses be shipped to the Terminal immediately.
- 1230 At about this time, McKay lands on the deck of the EXXON VALDEZ in a helicopter. McKay observes that the SEA FLYER is next to the EXXON BATON ROUGE, pressuring up the fenders it had brought out.
- 1244 Howitt, Manager of Engineering in Anchorage, and Shier discuss mobilizing additional personnel. VECO should have 30 to 40 people available at a moment's notice and another 100 people at longer call. The decision is made to provide for at least a 40-50 person camp in Valdez.
- 1245 Henman informs George N. Nelson (BP) that dispersants are on the way and it seems that the USCG is favorable regarding their use, but he has not heard the final word.
- 1306 Foss Maritime Company confirms that the FOSS Barge 255 with the 3,000 hp. tug JEFFREY FOSS in Cordova, and the FOSS Barge 248-P1 and tug STACEY FOSS in Homer are immediately available.
- 1313 The ECA is informed by Gillette (Exxon) that 100 drums of dispersant will leave Houston at 0800 on 3/25 and fly directly to Valdez.

FRIDAY MARCH 24, 1989

Approximate Time

- 1322 Rassiner (Exxon) calls the ECA from a stopover in Seattle for an update. Rassiner discusses equipment availability with Henman, and requests that Alyeska explore gaining permission for in situ burning.
- 1337 Rassiner (Exxon) and Shier coordinate bird rescue efforts.
- 1400 Alyeska arranges to have dispersant and fire systems shipped via Northern Air Cargo aircraft.
- 1401 Exxon requests lists by 1600 of contractual commitments made for it by Alyeska.
- 1420 Exxon informs the ECA that, due to the depth of the water near Bligh Reef, the **EXXON BATON ROUGE** will have to distance itself from the **EXXON VALDEZ** during the lightering process. **■**
- 1438 McCall (USCG) updates Shier.
- 1442 Between 0200 and 0300, Kent, Groundwater and Prevost, "A" Shift Marine Maintenance Technicians, proceed by helicopter to the **EXXON VALDEZ**. Falkenstein approaches Kent and requests direct communications with Alyeska's command center. Falkenstein states "when you get back [to the Terminal], tell them I want direct communications and no dispersants."
- 1444 There are 50 drums of dispersant at the Terminal and 314 drums elsewhere in the State for a total of 364 drums. The decision is made to stage all drums of dispersant not in Valdez at the Anchorage Airport since potential weather problems in Valdez could otherwise ground all flights.
- 1454 The **PATHFINDER** arrives at the spill site with the contingency barge and response equipment, 1/2 mile south of Bligh Reef Buoy.
- 1500 The RRT receives Alyeska's request for a burn permit. Pending this decision, Alyeska continues to mobilize the necessary resources for in situ burning, such as fireproof boom and ignition sources.

FRIDAY MARCH 24, 1989

Approximate Time

- 1500 The PATHFINDER begins tying Sea Packs to the barge for deployment of booms while other Alyeska personnel begin to deploy boom along the leading edge of the spill.
- 1510 The USCG grants permission only for a dispersant test on the leading edge of slick in Zone 1.
- 1515 Class V and VII skimmers cut loose from the contingency barge and begin skimming approximately 3 miles from the EXXON VALDEZ.
- 1517 The VEC receives a report that oil is on shore at Reef Island; oil is approximately 50 feet off shore of Bligh Island; oil is headed towards Glacier Island; and the shipping lanes are almost closed. Clean Sound is on alert.
- 1524 The VEC is informed that two remaining Sea Packs have been checked out and are ready to go. Shier orders the Sea Packs dispatched.
- 1530 The PATHFINDER goes into the heaviest part of the slicks to start its skimming operations, but encounters gas levels too high for the safety of the crew and goes to a location 1-1/2 miles south of the EXXON VALDEZ.
- 1540 One sea skimmer is not operating properly.
- 1545 The SEA FLYER completes placing the second fender along the portside of the EXXON VALDEZ.
- 1600 Oftedal and Williams assist booming operations by directing vessels from the air.
- 1603 Mercer discusses with Nelson opening 100 rooms in a temporary camp at the Terminal.
- 1617 The CHAMPION is underway from Crowley Dock to the Terminal small boat harbor to pick up the two remaining Sea Packs.
- 1620 A mechanic, delivered by the USCG, is on site and working on the skimmer deployed from the contingency barge.
- 1625 Allen (Spiltec) reports that the dispersant test will be conducted in about two hours. Commander McCall wants to observe.

FRIDAY MARCH 24, 1989

Approximate Time

- 1630 The skimmer is repaired by the USCG mechanic and deployed into the water.
- 1640 Ruskauff, an Alyeska Contracts Engineer, confirms arrangements for the contract boat, M/V CONSTRUCTOR, from General Marine Services to proceed to Valdez.
- 1647 Runnels reports that the lightering operations are on hold by USCG order, pending word from a naval architect from Houston.
- 1650 The VEC is informed that the landing craft ITSWOOP is expected to arrive in Valdez at 2100 and will be loaded with bladders and fittings at Fluor Dock.
- 1656 Robinson (VEC) requests that Allen (Spiltec) send a helitorch and spill bucket from Oregon for tomorrow afternoon.
- 1658 The tug CHAMPION departs for the spill site with two more Sea Packs.
- 1704 Pugh approves a request for additional contractors for tonight's shift.
- 1707 Pump Station 1 ("PS 1") and PS 2 are ordered to send 10,000 and 20,000 gallon bladders, all of their pumps, and all of their 3" and 4" hose.
- 1709 McCall (USCG) arrives at the Emergency Center.
- 1715 The VEC is informed that the CHAMPION and two Sea Packs should arrive at the spill site at 2200.
- 1716 Ruskauff confirms status report from Foss Maritime that the tug JEFFERY FOSS and the FOSS barge departed Cordova late in the afternoon on 3/24 for the spill site at Alyeska's request.
- 1720 McCall (USCG) and Robinson leave the VEC for the training room for briefing and later will leave for a flyover.
- 1720 The VEC leases three contract boats located at the boat harbor in Valdez. Two of the boats will work tonight, assisting in deploying boom.

FRIDAY MARCH 24, 1989

Approximate Time

- 1727 The ECA requests that the VEC contact CIRO to arrange the shipment of diagonal retaining braces for bucket helicopter arms.
- 1741 It is reported that the road between PS 1 and PS 2 is blocked by snow, delaying the transportation of oil spill response equipment from Prudhoe Bay.
- 1745 Eighty barrels have been offloaded from the Class VII Skimmer into the PATHFINDER's slop tank.
- 1800 The initial dispersant test is conducted.
- 1800 1,000 ft. of fire boom is expected to arrive in Valdez from BP at 2300 on 3/25.
- 1800 The "A" shift is on duty, as well as twenty-six Price personnel. Of these contractors, 14 are assigned to shore support and 12 are deployed at the spill site.
- 1800 Boats currently under contract include the M/V CONSTRUCTOR, GLACIER with ODI skimmer, JEFFERY FOSS and barge, and DANIEL FOSS and barge. An ADDSPAC from San Francisco is expected to arrive in Anchorage at 0600. 314 barrels of dispersant are available for mobilization to Anchorage for staging.
- 1800 The VINCE PEEDE departs for the spill site carrying Sarnacki (Baldrige's relief), his "C" crew, as well as food and clothing.
- 1805 The VEC is informed that the Exxon group has arrived at the Westmark.
- 1810 One of the deployed Sea Packs fails when the boom and main cuff are torn.
- 1813 Two DRA tanks for recovering oil are being staged at Fluor Dock.
- 1834 Heffernan (ECA) confirms with VEC arrangements to pick up 40 VECO people from Kenai arriving at Valdez airport at 0835 on 3/25.
- 1843 The VEC is informed that Exxon has made arrangements with the BATTLE BORN to transport 3 of their people to the tanker.

FRIDAY MARCH 24, 1989

Approximate Time

- 1852 Alyeska receives a FAX from CIRO providing a supplemental list of material and equipment subject to the CIRO/Alyeska use agreement. The equipment includes bladders, skimmers, boom and dispersant and burn equipment.
- 1854 Alyeska is informed that the ADDSPAC from San Francisco is expected to arrive in Anchorage at 0600 on 3/25. The crew must rest until 1600 tomorrow afternoon.
- 1857 The helicopter from the recent dispersant test reports that they could see some separations in the oil.
- 1908 The VEC orders ERA Helicopter 371 EH to be prepared for another flyover at first light tomorrow morning.
- 1910 All recovered oil containers, including those on the Class V and VII and the PATHFINDER slop tanks, are full. Therefore, skimming operations cease until additional storage capacity arrives. Brown requests the USCG's permission to discharge recovered oil into the center tanks of the contingency barge.
- 1919 The USCG states that its preliminary response to VEC's request regarding offloading of oil into the barge is "no".
- 1930 The SEA FLYER proceeds with the EXXON BATON ROUGE towards the EXXON VALDEZ.
- 1955 The CHAMPION is abeam Bligh Reef buoy.
- 1956 The USCG calls the VEC and reports that a Sea Pack is underwater.
- 2000 The CHAMPION prepares to take the torn Sea Pack to shallow water for repair while the PATHFINDER moves another Sea Pack into position for deployment.
- 2009 Baldridge provides the VEC with an update: PATHFINDER full, Class VII full, Class V broken down with belt problems, work boats available, Sea Pack is being repaired; priority is to boom the ship when clearance is granted, although booming cannot be done now because the process of placing fenders and lightering may destroy the boom.

FRIDAY MARCH 24, 1989

Approximate Time

- 2025 The ALBA II is being loaded with boom equipment at the Terminal.
- 2025 Four tanks arrive at the Terminal.
- 2030 The contract divers arrive at the EXXON VALDEZ.
- 2030 The CHAMPION finishes deploying two Sea Packs.
- 2030 The VINCE PEEDE arrives at the spill site with a crew change. Baldrige decides to remain on scene, and he and Sarnacki share supervisory duties on-site. Sarnacki and Baldrige establish three principal objectives for crew: 1) exclusionary booming to protect Bligh Island; 2) diversionary booming from the stern of the EXXON VALDEZ to as close to Bligh Reef buoy as possible to divert spill into deep water; and 3) continued skimming operations.
- 2030 Bohlmann, a Marine technician, comes out with the crew change and is assigned to the Class V skimmer. When he arrives, mechanics are changing a skimmer belt which had apparently been cut by a metal bar while in operation.
- 2032 The USCG tells the VEC that "the most visible impact for use of the boom" is to run it along the west side of Bligh Island and put a skimmer at the end. The USCG states that they have not had any "burps" around the ship lately.
- 2035 The CHAMPION is dispatched to retrieve the sunken Sea Pack.
- 2039 The VEC is informed that lightering will start in 2-4 hours.
- 2040 Pugh and others meet with Exxon personnel when they arrive on Friday evening. Exxon personnel are briefed in the VEC about the location of Alyeska equipment and Alyeska activities to date.
- 2043 The VEC orders Baldrige to run boom from the stern of the EXXON VALDEZ and angle it towards Bligh Reef buoy. The VEC is sending 700 ft. of additional boom. Sea Packs are to be held in reserve.

FRIDAY MARCH 24, 1989

Approximate Time

- 2056 Marine Operations gather boom stationed at Berths 1, 4, and 5. The ALBA II will transport the boom to the site.
- 2056 The USCG relays VEC instructions for the BLUE FOX to proceed to the spill site and assist the PATHFINDER, and for the ITSWOOP to pick up bladders and hose at the Terminal.
- 2100 The VEC is informed that the USCG Pacific Strike Team and two C-130's will arrive in Valdez in the morning with boom and High Seas Barrier Skimmer, which will be loaded aboard the cutter SEDGE and transported to the site.
- 2100 The first connex of containment boom is deployed.
- 2100 Between 2100 and 2340, Howitt provides a status report to George N. Nelson (BP).
- 2100 Between 2100 and 2340, Rassinier (Exxon) provides Howitt at the ECA with a dispersant report: the Southern Air Transport C-130 is carrying 100 to 150 drums, and is estimated to arrive at 1630 on 3/25; the MarkAir C-130 is carrying an ADDSPAC and a half load of dispersants and is expected to arrive in the morning of 3/26; the USCG C-130 is expected to arrive with the Pacific Strike Team at 0800 on 3/25; the Southern Air 707 from Houston is carrying 140 to 160 drums; the ConAir DC-6 from British Columbia is carrying 800 to 1000 drums; the C-130 from Phoenix is carrying an ADDSPAC and is estimated to arrive at 0600 on 3/25.
- 2130 One Monarch is deploying a connex of boom off the barge; one Grayling is standing by to deploy more boom; the SEA VIEW is off the bow of the barge for spotlight deployment; one Grayling is shuttling people and supplies to the tanker.
- 2133 The CHAMPION reports that the Sea Pack that had sunk has resurfaced and is performing properly.
- 2144 The VEC is informed that a Convair is leaving Kenai at 0845 on 3/25 carrying 40 people from a VECO work crew.
- 2154 The EXXON BATON ROUGE is all fast alongside the EXXON VALDEZ.

FRIDAY MARCH 24, 1989

Approximate Time

- 2200 Three tugs are currently in use chasing icebergs that were threatening both the dive boats and the boom.
- 2210 Dave Maiera reports to the VEC that the Mortec MV GLACIER is under contract and has left Homer and will arrive at the spill site at approximately 2300 tomorrow with an ODI skimmer from CIRO.
- 2215 The first lightering hose is connected between the EXXON VALDEZ and the EXXON BATON ROUGE.
- 2215 The barge, which is one-half mile south of Bligh Reef buoy, is under way in tow with the PATHFINDER to Bligh Reef buoy. The Class V and VII skimmers and the Sea Packs are also in tow. The goal is to deploy diversionary boom from the tanker to the buoy.
- 2215 Alyeska sends out additional containment boom from the Terminal on the ALBA II.
- 2225 The barge is stationary. Deployment of the second segment of boom begins. The Yellow Monarch and the Yellow Grayling connect boom from the EXXON VALDEZ to the buoy.
- 2230 The Class V skimmer is repaired.
- 2238 The second lightering hose is connected between the EXXON VALDEZ and the EXXON BATON ROUGE. Before lightering can commence, divers will conduct an underwater damage survey of the hull.
- 2300 R. Smith (Exxon) gives preliminary advice not to allow the EXXON VALDEZ to move from the reef due to fear of capsizing.
- 2300 The Black Monarch deploys the third connex of boom off the barge. The Black Monarch with the GLACIER ISLAND is conducting spotlight detail.
- 2310 The inside connex of boom is deployed by a Black Grayling off the portside of the barge.
- 2316 Howitt and Rassinier (Exxon) coordinate the location, the estimated arrival and the logistics of transporting dispersants to Valdez.
- 2320 The SEA VIEW offloads the last segment of boom from the top of the connex to other segments.

FRIDAY MARCH 24, 1989

Approximate Time

2345 Pete Sarnacki and his crew deploy diversionary boom.

0495A