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Document No. and Type	Subject/Title of Document	Date	Restriction	Class.
01. Memo	From Sam Skinner to John Sununu Re: Alaska Oil Spill Clean-up Report (1 pp.)	9/19/89	P/5	

Collection:

Record Group: Bush Presidential Records
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Series: Sununu, John, Files
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Date Closed: 12/2/2004	OA/ID Number: 29163-002
FOIA/SYS Case #: 1998-0004-F[1]	Appeal Case #:
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- (b)(9) Release would disclose geological or geophysical information



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

SEPTEMBER 19, 1989

INFORMATION

MEMORANDUM FOR THE HONORABLE JOHN SUNUNU,
CHIEF OF STAFF

FROM: SAMUEL K. SKINNER *SKS*
SECRETARY OF TRANSPORTATION

SUBJECT: ALASKA OIL SPILL CLEAN-UP REPORT

I. SUMMARY

The drawdown of EXXON's clean-up personnel for the onset of winter in Alaska went relatively smoothly. EXXON made the commitment that they will maintain a force of about 300 employees in Alaska throughout the winter primarily to monitor the shore line and inventory equipment. The Coast Guard and the State of Alaska will also conduct monitoring activities.

Alaskan communities are concerned about what will happen in the spring, and encouraged the Coast Guard to consult with state and local officials before making a final determination next spring. A number of beaches still have substantial quantities of oil, and even the winter storms probably won't remove all the remaining oil.

II. DISCUSSION

The Vice President, during a press availability in Anchorage yesterday, indicated that EXXON would be back in the spring to continue the clean-up effort, but if they did not return, the Federal Government would do the work and present EXXON with the bill. (We have authority under 311(k) of the Clean Water Act).

Although there is some anger in some of the impacted communities over EXXON's drawdown, the preeminent concern is whether, and to what degree, they will be back in the spring. A clean-up effort will be required next year, but it's too early to tell how extensive an effort will be necessary.

The condition of the beaches is significantly better than just a few weeks ago, but leeching and re-oiling appear to be continuing on some of the most heavily impacted shoreline. In addition, on several beaches, and the one on which COREXIT was tested, the tops of the rocks are clean, but substantial concentrations of oil are just below the surface. The bioremediation technique appears to be very effective on light to moderately oiled beaches.

EXXON

SHORELINE RESTORATION PLAN



4 DAYS
250 PEOPLE } → 450' x 60'
100%
450' x 60' @ 80%
150' x 30 @ 30%

$$450 \times 5000 = 2,500,000 \text{ FT.}$$

2.5×10^6 MAN DAYS

150

15,000

SHORELINE RESTORATION PLAN

TABLE OF CONTENTS

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I. - ENVIRONMENTAL/ECOLOGICAL GUIDELINES

SUMMARY

This section documents agreed mechanisms for establishing priorities for restoration of the shoreline affected by the oil spill. For the most part they are extracted from guidelines issued by the Joint Shoreline Committee April 7, 1989. The Cleanup Priority Assessment Team will continue to discuss priorities at the evening science meeting and recommend changes as more information becomes available. The meeting will continue to serve as the means for communication of the priority areas to Exxon.

Maps have been prepared to provide the natural resource information needed to set priorities for shoreline restoration. These maps have been developed to highlight the most sensitive natural resources during the spring and summer in Prince William Sound. It is intended that these maps will be updated with input from all agencies responsible for natural resources affected by the spill. Specific sensitivities referred to on these maps are as follows.

AREAS OF SENSITIVITY

● Anadromous Fish Streams

The streams designated are those which produce at least 60 % of the fish for each district. Both the stream and adjacent estuarine areas, where the outmigrating pink salmon fry concentrate in the shallow water, are shown. No clean-up should be conducted in these areas.

● Herring Spawning

Priority areas have been selected based on productivity, using input from the last few years' surveys. Herring spawning began in late March and should peak the last week in April. Herring spawn primarily on the near shore kelp and eelgrass. Current reports on the herring spawn are most encouraging.

● Hatcheries

Three hatcheries in western PWS.

- Pink Salmon Fry Remote Release Areas

Placement of pink salmon fry in salt water pens in Boulder Bay has already been completed. The release to the bay has begun. Plankton growth and water quality data is supportive.

- Commercial Fishing Areas

The following commercial fishing areas have been identified as high priority: 1) concentrated purse seine/gill net areas where fishermen deploy nets close to shore, and 2) purse seine hook-offs, which include both individual points and areas of numerous points.

- Marine Mammal Haulout and Pupping Areas

Only the large colonies of sea lions and harbor seals are identified. These areas usually coincide with major pupping areas, with pupping occurring from late May to June. Cleaning of these areas should be completed by mid-May. There should be no clean-up activities in these areas during the pupping season.

- Waterfowl Concentration Areas

Four major waterfowl staging areas are identified: Cabin Bay, Gibbon Anchorage, Point Chalmers, and Stockdale Harbor. Large numbers of migrating waterfowl pass through Prince William Sound in April. For Shorebirds, no particular areas of concentrated use have been identified. It turns out that the Marine Mammal haulout and pupping areas coincide with the stopping points for migrating water fowl. Restoration of the Priority Class 1 areas meets both needs.

- State Marine Parks

Two state marine parks are identified: Horseshoe Bay on Latouche Passage and the southern end of Esther Island.

- Recreational Areas/Forest Service Cabins

High-use recreational tent sites and anchorages are identified. USDA National Forest Service cabins are also included. Their value as a social resource necessitates their inclusion.

- Privately Developed Lands/Facilities

These areas include private residences, both seasonal and year-round, and resource production including timber and tourism.

● Research Natural Areas

The U.S.D.A. National Forest Service is developing a designated Research Natural Area consisting of the southern two-thirds of Green Island, from shore to shore. Other areas may be designated in the future, particularly those requiring monitoring for recovery without clean-up.

● High Subsistence Value Areas

These areas are heavily used by native villages for subsistence fishing and hunting. There are also mink and otter trapping trails along the shoreline in these areas.

● Seabird Nesting Colonies

Major seabird nesting colonies are designated as high priority for protection.

OVERALL RECOMMENDATIONS

Areas which would be harmed by the presence and actions of clean-up crews have been pinpointed. These areas are sensitive to the extent that the presence and actions of clean-up crews MAY HAVE MORE DETRIMENTAL EFFECTS THAN THE PRESENCE OF OIL. In order to minimize shoreline damage resulting from restoration activities, it is strongly recommended that members of appropriate resource agencies be contacted PRIOR to remedial activities on the areas listed below. This list of areas is subject to change as more information is made available:

- Southwest corner of Eleaor Island
 - North side of Smith Island
 - Southern 2/3 of Green Island
 - All marshes and tidal flat areas
 - Anadromous fish streams
- no clean-up in intertidal areas

Areas of highest concern have been identified and are documented in this plan.

Exxon is coordinating a program to recover oiled birds and sea otters. This will keep predation of dead animals to a minimum and aid in establishing the number of animals impacted by the spill.

WILDLIFE CONSERVATION CONSIDERATIONS

April 22, 1989 memorandum State of Alaska Dept. of Fish & Game.

QUOTE:

Since the Exxon Valdez oil spill, personnel from the Division of Wildlife Conservation and the National Marine Fisheries Service have been in Prince William Sound evaluating impacts of the spill on harbor seals and Stellar sea lions. Part of the work has involved looking at the degree of oiling on various known haulouts and how that may be affecting haulout utilization. One goal of this effort was to identify and prioritize areas for clean-up.

It is essential that oil clean-up activities on and near pinniped haulouts be conducted properly. Human activities near the haulouts are likely to prevent seals and sea lions from using them, which may further stress animals that have already been impacted by the spill. Research will be conducted to evaluate impacts and disturbances caused by clean-up activities since these may affect our ability to accurately document post-spill haulout utilization patterns.

Recommendations for clean-up operations on and near pinniped haulouts in Prince William Sound are as follows:

Stellar sea lions

Sea lion haulouts are located on Glacier Island, Perry Island, Point Eleanor, the Pleides, the Needle, and Point Elrington. Some of these sites are within the main area impacted by the spill. On-site inspections conducted through 9 April indicated that, with the exception of Point Eleanor, hauling areas were not oiled. At this point the clean-up of these sea lion haulouts is not highest priority.

Harbor seals

Harbor seals haul out at dozens of locations in Prince William Sound. We have focused our impact assessment on haulouts in the eastern half of the Sound that have been included in trend counts and surveys conducted in recent years. Within this area haulout sites impacted by oil occur in the group of islands and rocks extending from Storey Island to Green Island. We have conducted several on-site inspections of these areas during the period 29 March-21 April. Oil was found on haulout sites at Storey Island, Agnes Island, Little Smith Island, Big Smith Island, Seal Island, Applegate Rocks, and Green Island. Based on the degree of oiling of these areas and our impression of their importance to seals, particularly during the pupping and molting season, we recommend the following priority for clean-up:

1. Applegate Rocks
2. Seal Island
3. Big Smith Island
4. Little Smith Island
5. Agnes Island
6. Green Island
7. Storey Island

Seal haulouts should be cleaned as soon as possible. Seal pupping normally begins in mid-May and there is concern that pups may be particularly susceptible to oil. One prematurely born seal pup was brought in on 18 April that was heavily coated with oil.

Any clean-up activity must be done in such a way that it results in minimal disturbance to seals. Seals are using these sites now and will continue to do so throughout the summer and fall. When crews are mobilized to clean haulouts, they should work as rapidly as possible so that the clean-up is completed in the shortest possible period of time. Because of concerns related to pupping, no clean-up should be done during the period from 10 May through 30 June. Also, since activities in adjacent areas may affect seals, no clean-up activities should be allowed within 3,000 feet of the haulouts during the 10 May through 30 June period. Aircraft restrictions (1,000-foot minimum altitude) near haulouts should be strictly enforced.

There are additional harbor seal haulouts in western Prince William Sound that have been impacted by the spill. We are in the process of identifying and examining these sites and will keep you informed as to the need for clean-up. Our general recommendations as regards dates and activity restrictions will be identical to those above.

There has been discussion of using chemical cleaning agents on seal haulouts. GENERALLY, IT WOULD NOT BE ADVISABLE TO USE CHEMICALS WHEN CLEANING SEAL HAULOUTS. IF THERE IS A NEED TO TEST THESE MATERIALS FOR EFFECTIVENESS, TESTS SHOULD BE DONE IN AN AREA WELL AWAY FROM SEAL HAULOUTS (I.E. 1 MILE OR MORE DISTANT). Tests should be conducted to measure the residual levels of chemicals on the substrate after cleaning. IF TESTS INDICATE THAT CHEMICALS RESULT IN MORE EFFECTIVE CLEAN-UP, WE WILL EVALUATE THE DATA ON THE RESULTING CONTAMINATION OF THE SUBSTRATE and recommend whether or not this technique should be used on seal haulouts.....

UNQUOTE

Attachment 1

Wildlife Sensitivities During Restoration Operations

Resource	April	May	June	July	August	September
Pink Salmon	No clean-up operations will occur in the intertidal areas of anadromous streams.					
Pinnipeds	(4/7) 	(5/10) 		(7/1) 	(8/10) 	(9/21) 
Waterfowl		(5/1) 				
Herring		(5/20) 				

Shaded time periods () indicate when restoration can occur in regions which various oil sensitive species inhabit during spring and summer.

II. - PERSONNEL

Manpower response, in terms of job applicants, has been very positive. Assimilation of field labor to the restoration effort has, so far, been good, even with the accelerated mobilizations of the past week. Exxon has accelerated the arrival of highly qualified supervisors to aid in this process. Early efforts have included insuring that all personnel are properly trained with regards to safety, environmental and operational requirements.

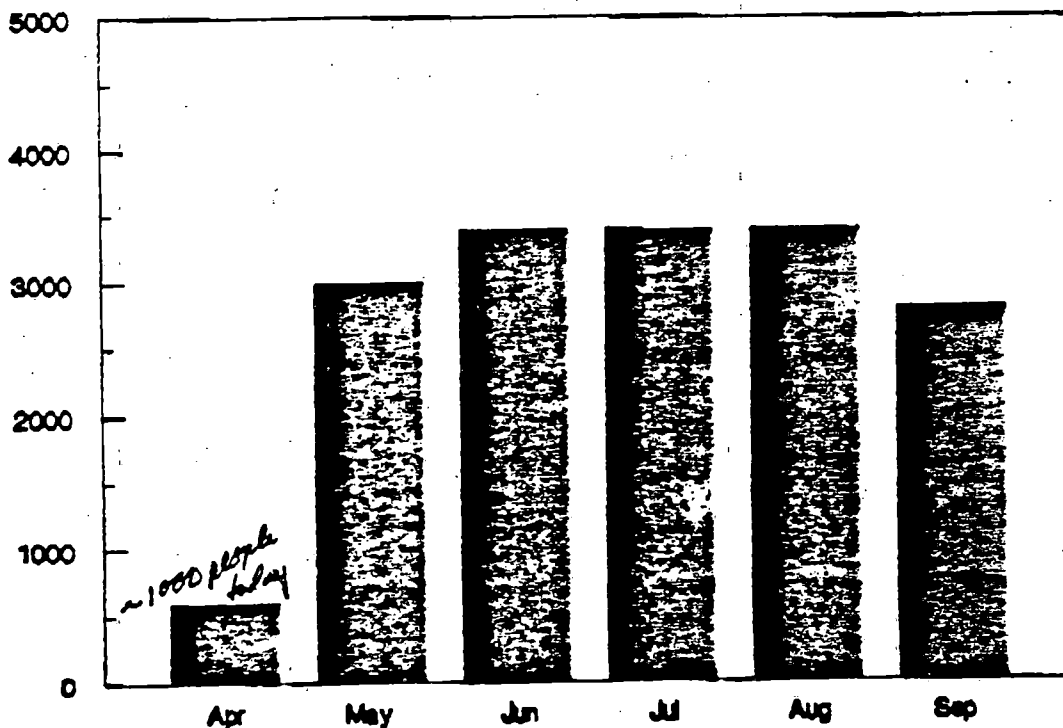
The personnel requirements outlined in our April 15 Plan, assumed a rotation based work force with fourteen days working and fourteen days off, for workers directly involved in restoration efforts. We have re-evaluated this basis and will employ a work schedule of fourteen days on and seven days off. This, together with the modest increase in our planned effective deployment of LCV's and Maxibarges results in a greater proportion of total personnel being located offshore. We are confident that the new work schedule will result in a more efficient utilization of resources and will minimize attrition. This initiative has been implemented for all contractor field personnel. The new forecast personnel requirements are attached. This forecast results in approximately 1475 people directly on the beach restoration during peak periods.

Shoreline Restoration Execution Plan

*m/v Columbia - 60 people
leave 5/1*

Estimated Total Personnel (Month End Totals)

Personnel



Changed Items from April 15 Plan

- Early mobilization of LCV's and Maxi Barges
- Accelerated personnel build-up
- Changed Rotation Schedule
- The work force shown above will support shoreline efforts during peak periods but does not include those involved in tar ball pick-up and near shore oil recovery in the areas outside of Prince William Sound

4/29/89

MILITARY SUPPORT

On April 24, 1989 the USS JUNEAU (LPD 10) arrived in Valdez Alaska to provide additional resources in the form of berthing space aboard the ship for 400 workers and staff, plus 9 landing craft. Six of these landing craft were equipped with pumps and other beach cleaning equipment, the remaining three augmented the support vessels fleet. These resources were provided to assist in the operation of restoring the Prince William Sound shoreline impacted by the oil spilled from the Exxon Valdez. These resources were deployed to begin cleaning the north shoreline on Smith Island. This Island is an environmentally sensitive area used by pinniped seals for having their pups in early May, as described in the environmental part of this plan.

The USS FORT McHENRY (LSD 43) is scheduled to arrive on the scene the first week of May, providing nine additional landing craft. Six of these craft are planned to be equipped with shoreline cleaning equipment. Use of the USS McHENRY has not yet been determined.

The availability of these Naval resources as supplements to Exxon's early mobilization of resources, has given added momentum to the mobilization of the restoration operations.

Naval and U.S. Coast Guard personnel have been most cooperative in this process, and their help is sincerely appreciated.

The Air Force "OSCAR" system will also support the shoreline restoration effort.

III. - EQUIPMENT

OVERVIEW

In the days following release of the April 15 plan, we have established that the equipment, men and materials can be mobilized to meet plan requirements, and have demonstrated that the equipment will work.

Mobilization of manpower and equipment has been significantly accelerated, to provide additional flexibility to the plan. The current level of mobilization has been aided by adding the USS JUNEAU to the fleet. Exxon has also requested that the USS FORT MCHENRY be made available. While MCHENRY usage has not been determined, it provides reserve capacity in the overall resource equation.

Accelerated mobilization is well established and underway, and is incorporated as a firm feature, rather than just an assumption.

We are continuing to evaluate alternatives for enhanced production rates for the equipment involved. We expect to receive field data that will allow us to significantly refine the planning and scheduling models.

In addition to resources specifically identified in this plan, additional equipment and manpower have been employed to accelerate shoreline restoration in areas of the Kenai peninsula. A large amount of equipment has been deployed to collect near shore oil/mousse accumulation in the Elizabeth Island to Port Dick area by capturing the accumulations with booms and removing by skimmer or mechanical means.

Response teams were also deployed rapidly and successfully to clean reportedly oiled beaches in the Seward and Port Graham areas. Clean-up was accomplished by hand removal of oily debris. Coast Guard approval has been obtained to allow these rapid deployment and restoration techniques to continue. These resources are not included but will supplement restoration activities in the plan.

RESTORATION TECHNIQUES AND ALTERNATIVES

DESIGN BASIS/METHODS/EQUIPMENT

● LCV's (Cold Flush/Warm Water Wash)

LCV's are used for high volume cold water wash with localized high pressure warm water cleaning capability. The LCV typical cleaning technique/method is as follows:

- Deploy containment boom
- Deploy flushing header to beach
- Supply header from two 800 gpm and one 1000 gpm pumps
- Connect eight 2" hand hoses to special manifold on 1000 gpm pump
- Deploy high pressure hot water washers to beach
- Deploy 2" pumps and hand hoses to beach
- Deploy skimmers

Each section of beach will be flushed to the low water mark. All solid, oily material will be loaded into approved containers. Each section will be approved by the F.O.S.C. on-site representative prior to moving on to the next section.

● Oil Recovery Barge System (Maxibarge)

The Maxibarge system is a larger version of the LCV system, with the capability to place a greater volume of warm and cold water onto the beach through higher output pumps and two package boiler / heat exchanger packages. The typical Maxibarge cleaning technique/method is as follows:

- Deploy containment boom
- Deploy cold water header to beach from support vessels
- Extend manlift boom, supply hot water to beach with deluge and hand hose capacity
- Deploy skimmers

Each section of beach will be flushed to the low water mark. All solid, oily material will be loaded into approved containers. Each section will be approved by the F.O.S.C. on-site representative prior to moving on to the next section.

● Vessel Diagrams/Equipment Lists/Manpower

Typical LCV Equipment Spread (See Diagram A)

- | | |
|--------------------------------|----------------------------------|
| * 40 ft. Landing Craft Vessel | * 2 - 1000 gpm pumps |
| * 2 Work Boats; Crew Boat | * 2 - 800 gpm pumps |
| * Shared Berthing Ship | * 2 - 2000 psi hot water washers |
| * 1000 ft. boom | * 250 ft. 6" header hose |
| * 2 Skimmers | * 2 5kw generators |
| * 400 ft. hose (various sizes) | * 2-175 gpm pumps |

Typical Oil Recovery Barge System (Maxibarge) (See Diagram B)

- * Barge (40' x 120' approx.)
- * 1 Tugboat
- * 2 Work skiffs
- * 2 Small boats for boom deployment and cold water pumping
- * Shared/dedicated berthing and crew boats
- * 6000 ft. 8" boom
- * 5000 ft. 18" boom
- * 1 heavy oil skimmer - 200 gpm
- * 1 light oil skimmer - 75 gpm
- * 1 20 Ton crane
- * 1 225kw generator w/switchgear
- * 2 75 gpm Diesel fired water heaters (4.3M BTU/hr) w/makeup system
- * 1 3600 gal diesel tank and 1 250 gal gasoline tank
- * 2 Warm water transfer (pressure) pumps 75 gpm @ 250 psi
- * 1 Feed water pump (to heaters) 150 gpm @ 100 psi
- * 1 Oil transfer pumps - 725 gpm @ 50 psi
- * 2 - 1500 gpm @ 50 psi cold water pumps
- * 8 - 250 gpm @ 25 psi cold water pumps
- * Crew trailer
- * 500 ft. 6" header hose
- * 2000 ft. hose (various sizes)
- * Manlift/Articulated Arm

40' LCV FLUSH/FLOAT SYSTEM

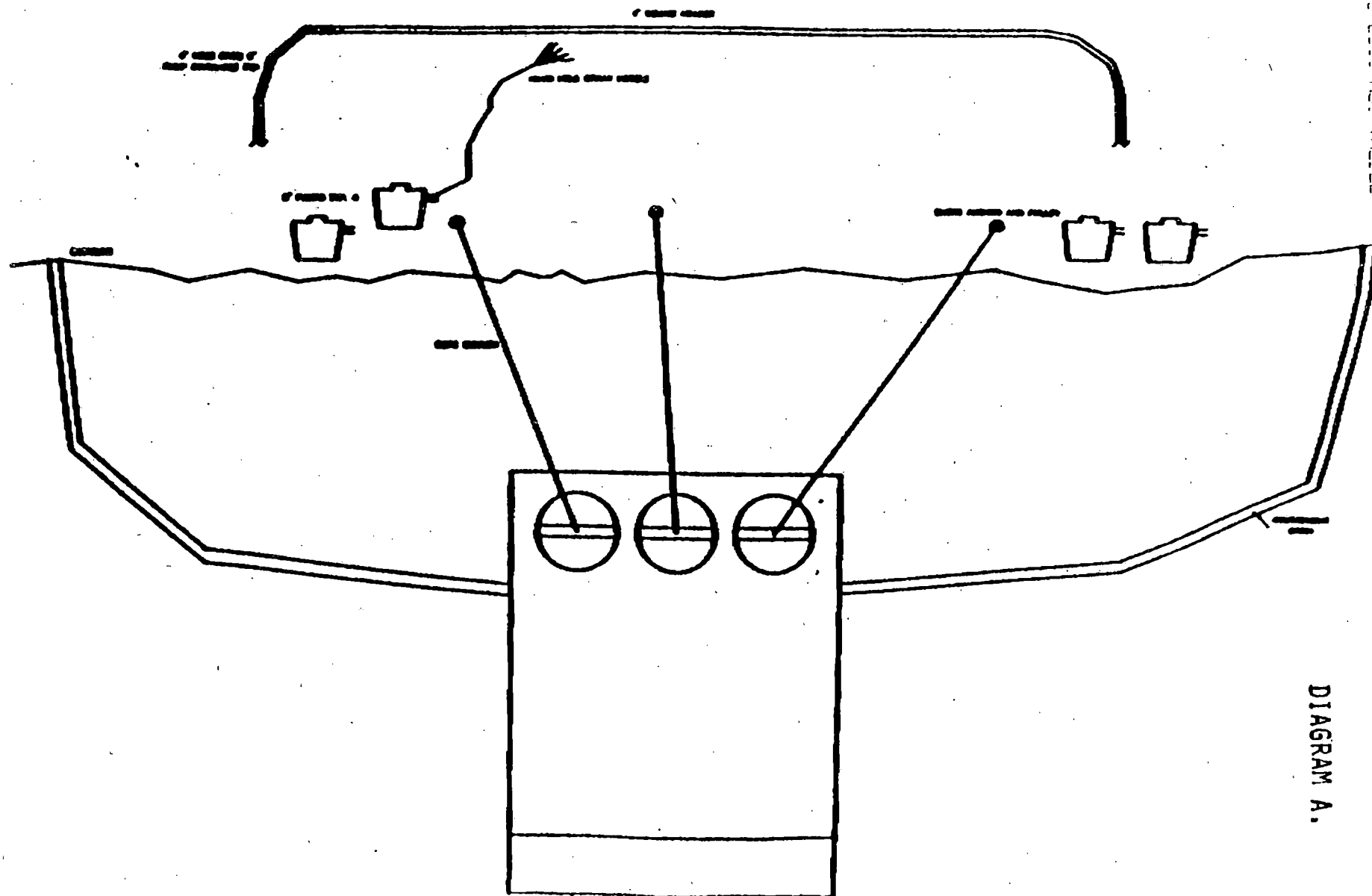
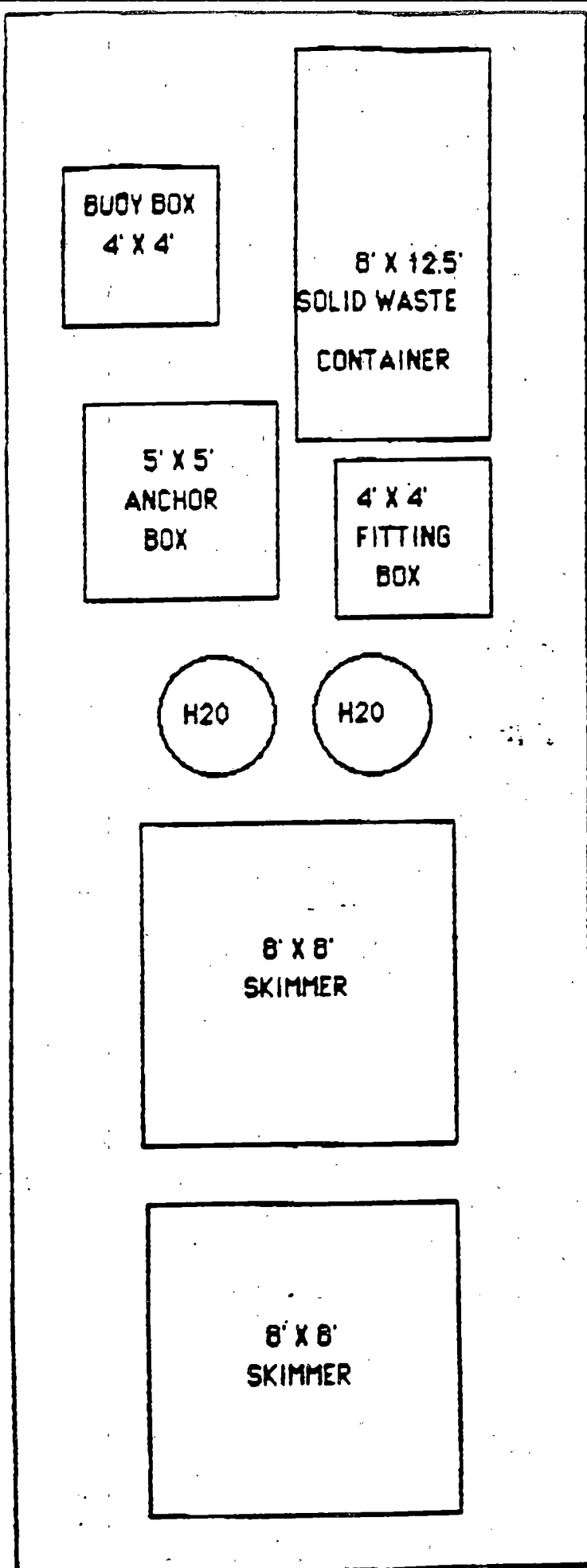


DIAGRAM A.



OIL RECOVERY BARGE SYSTEM

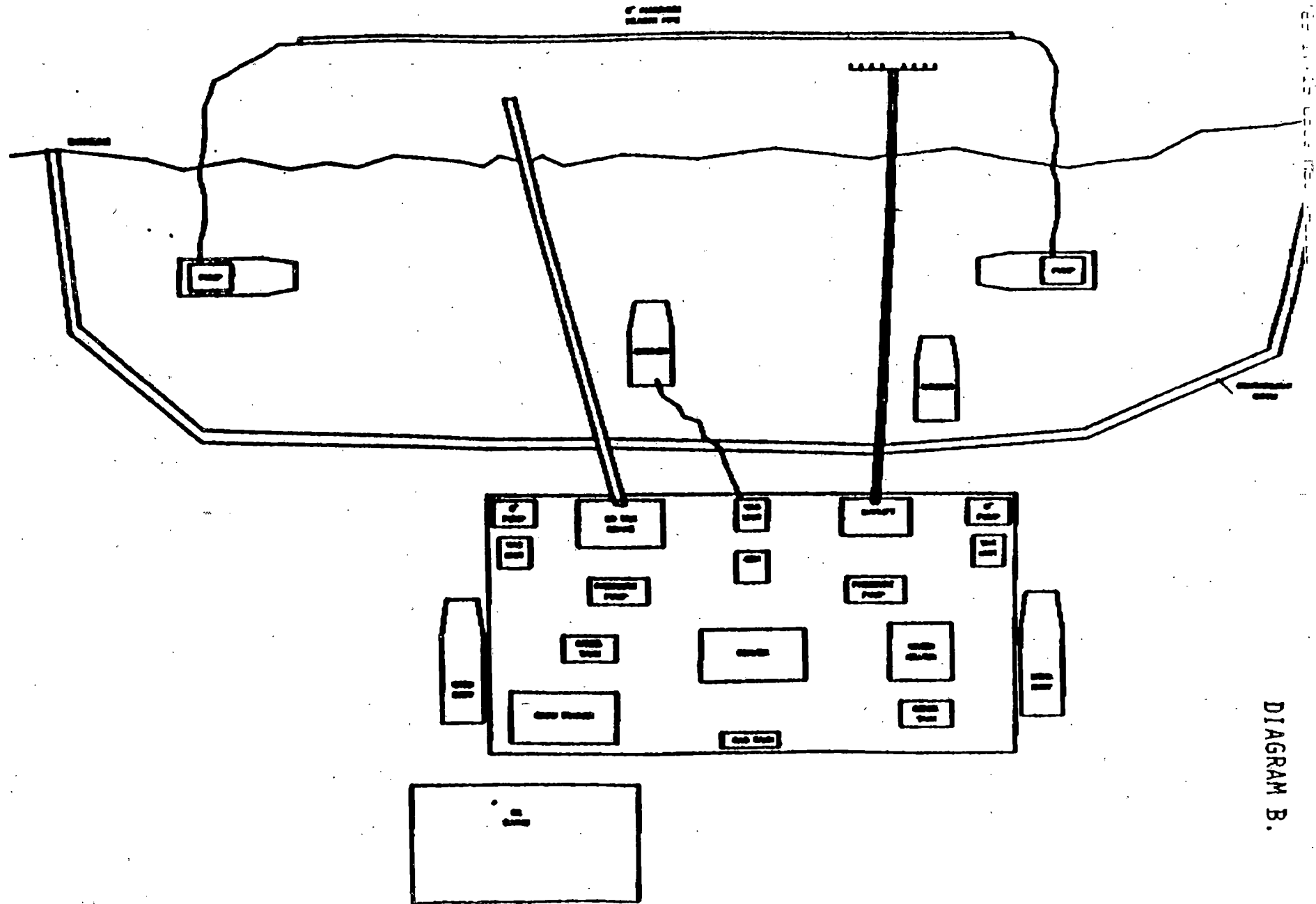
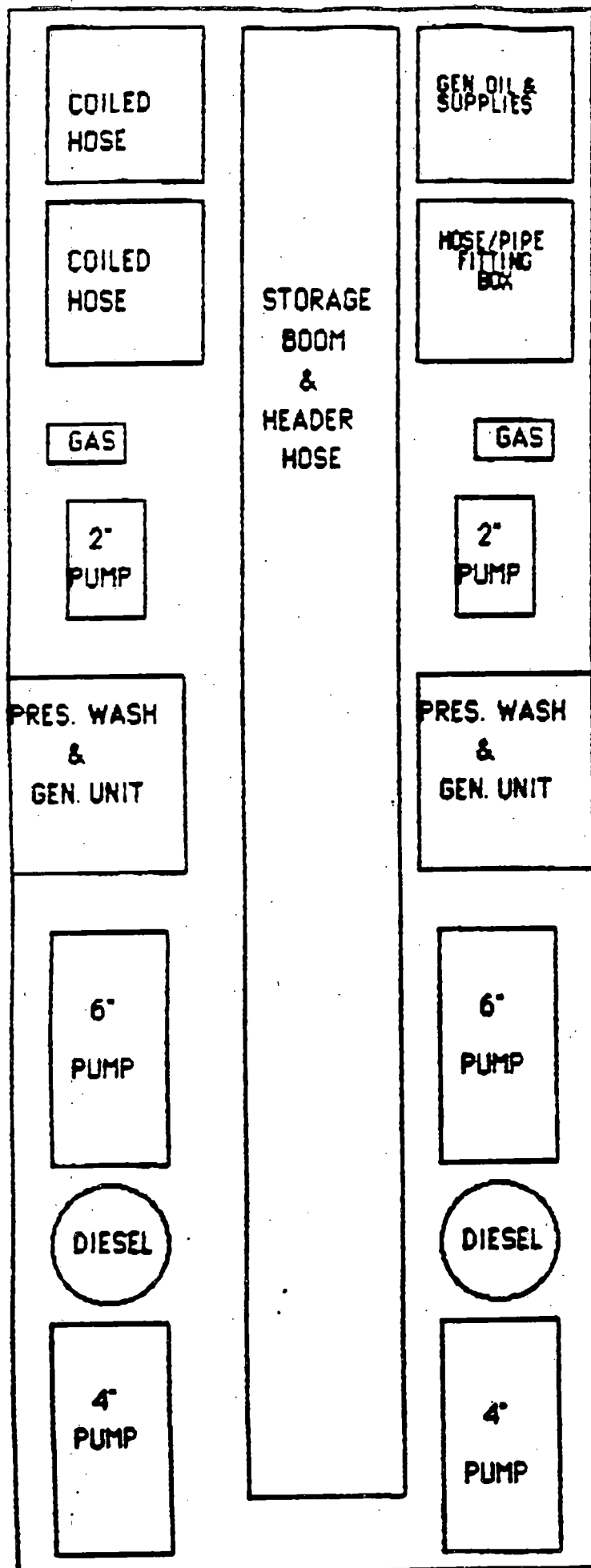
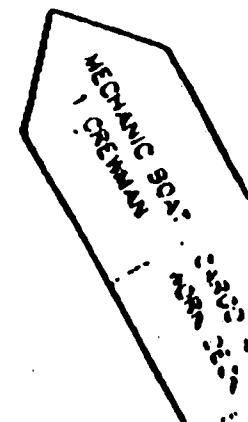
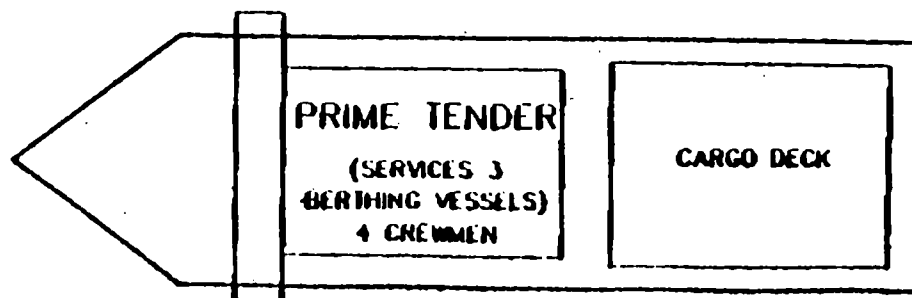
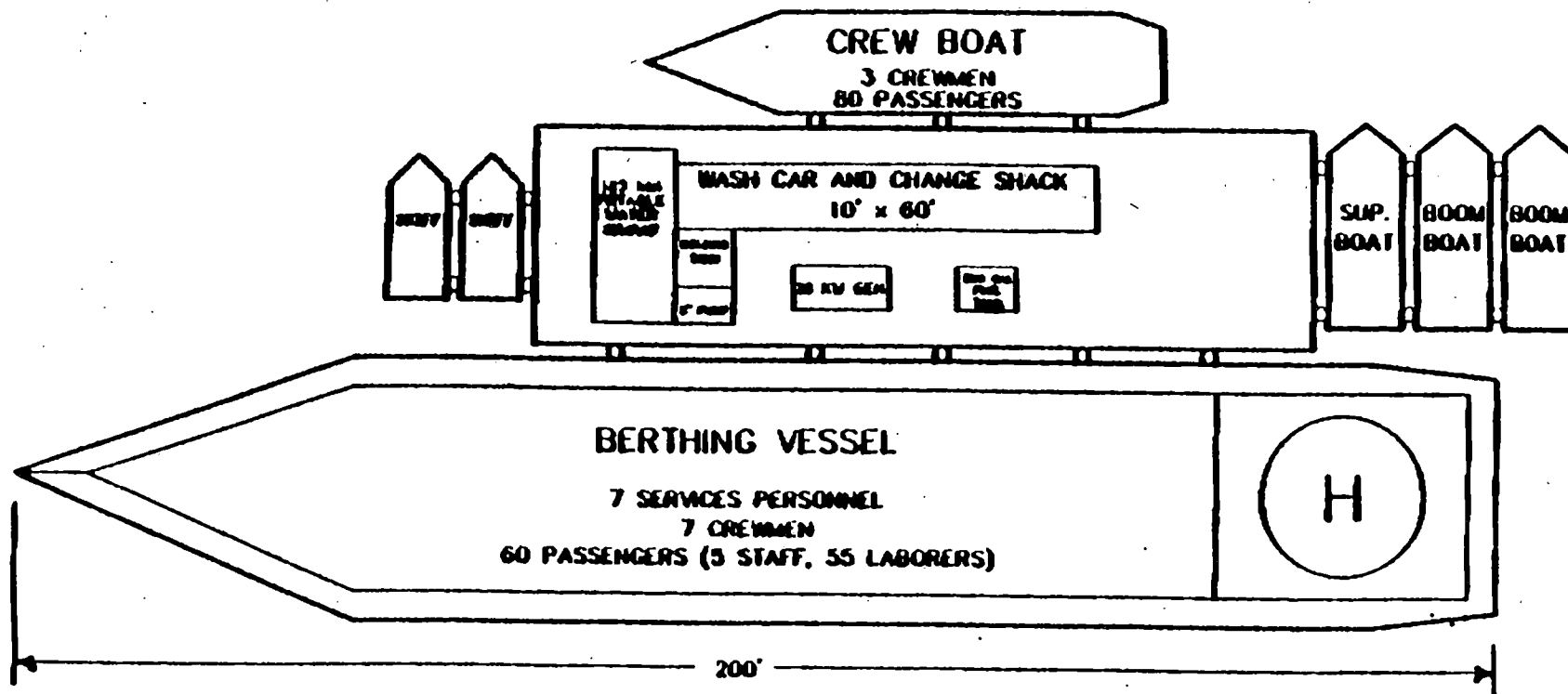


DIAGRAM B.



SAMPLE BERTHING COMPLEX



● POTENTIAL MECHANICAL ENHANCEMENTS

...System enhancements are being identified and implemented as field experience and conditions dictate...

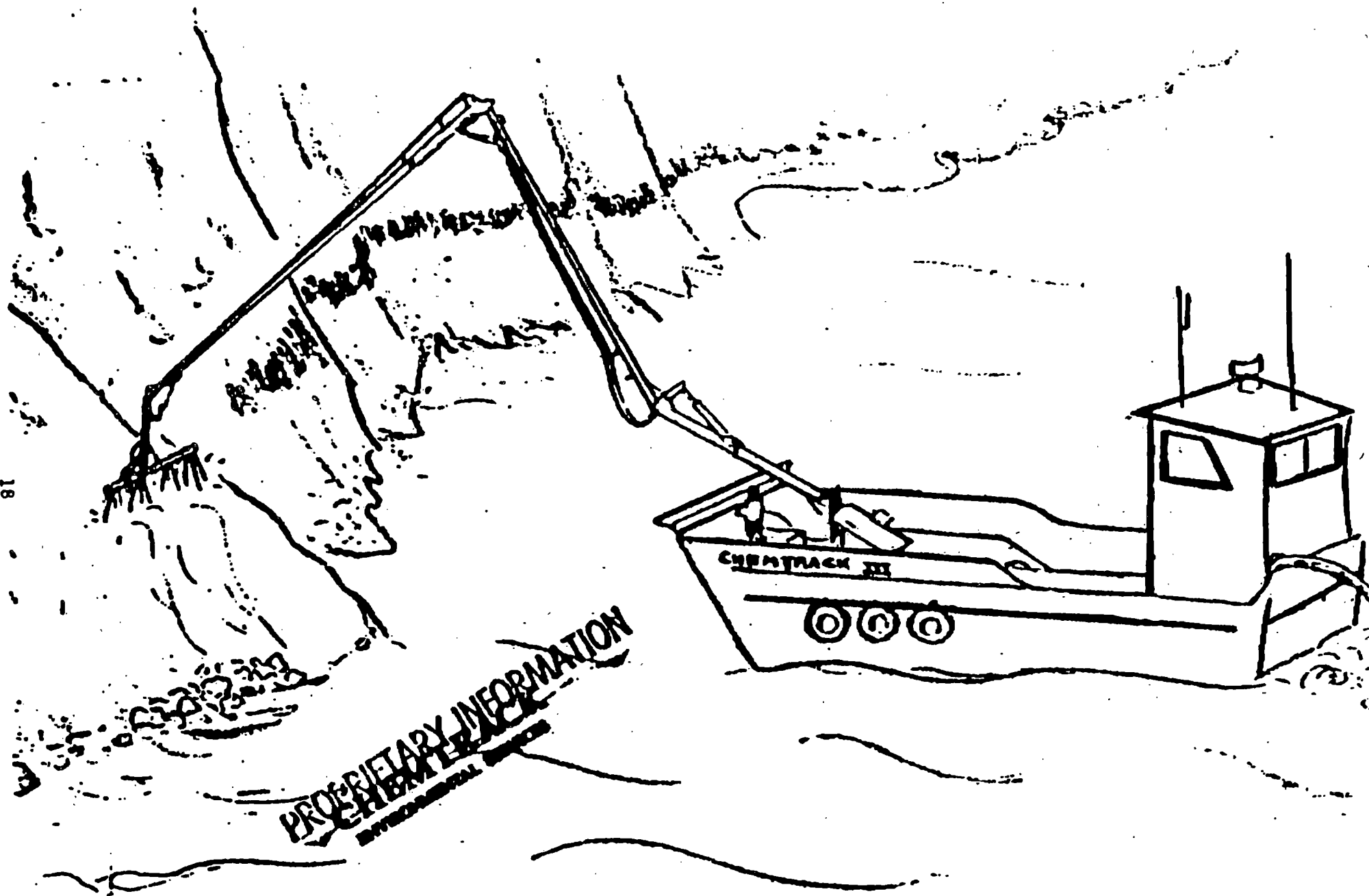
Improved water delivery systems, already identified, include:

- Omni Sweep, an adaptation of a hydraulically operated telescope concrete pump. (A prototype of this device has already been successfully demonstrated in onshore tests). Attached is the conceptual diagram.
- Telescopic crane booms filled with high volume spray header and fire pumps for supply. (Similar application as the Omni Sweep).
- Elevated/remotely operated fire monitors/cannons mounted on LCV's for increased control/distance of water placement. - *Fire Boat Monitors*
- Flexible perforated header hose substituted for rigid pipe header to accomplish deluge of beach....to achieve improved conformance to the actual shoreline profile.
- Special manifolds fabricated of locally available materials to provide additional hand held hose positions utilizing larger, higher volume pumps rather than multiple smaller pumps.
- Maxibarges with containerized major equipment replacement to minimize equipment replacement/downtime.

...Work continues in several organizations/locations to identify "drop-in" equipment improvements...

- Higher efficiency, greater quantity warm water producers.
- Use of prefab shower units in berthing vessel wells to free barges for other work.
- Pumper vessels to tandem with heat transfer vessels to provide more capacity closer to workplace.
- Preheat units (fired and ambient) to increase water supply temperature.
- Improved skimming capability.

This information is provided in order to obtain your agreement to these refinements as an integral part of approving this plan.



OMNI SWEEP

ALTERNATIVE SHORELINE CLEANING MEASURES

BACKGROUND:

Over 1000 proposals of assistance have been received by Exxon to date. A Task Force has been established of Exxon Research & Engineering staff in Florham Park, New Jersey to provide support for categorization of materials as follows:

- Sorted various chemical, non-chemical, biological, hardware, services, etc.
- Those judged potentially applicable in the near term will be run through additional level of screening and background data collection prior to discussion with agencies.

OBJECTIVES:

Provide recommendations to Exxon Team in Alaska

- Means of accelerating base cleaning operation w/o adversely affecting cleanliness.
- Waste management/disposal.
- Removal of oil from shorelines.
- Enhanced cleanliness.

GUIDELINES:

Environmental acceptability and safety are key parameters.

Toxicology and safety review provided by Exxon Biomedical Services, Inc.

Emphasize technology, equipment, etc. compatible w/USCG-approved plan.

Use of chemical cleaning agents not in present, USCG-approved plan.

Review of proposals by experts to be documented in standard format.

Computerized data base to track proposals, allow easy access.

PROCESS:

Materials and inquiries logged in and documented.

Initial screening for environmental safety data and effectiveness at Exxon Research & Engineering in Florham Park, N.J.

Those showing initial promise with sufficient supporting data will be rapidly identified and recommended for potential field test on site in Prince William Sound.

Field test proposal and supporting data will be shared with USCG and relevant agencies for initial agreement.

Field tests will be designed and conducted in Prince William Sound by Exxon Contractors Dr. Ed Owens and staff of Woodward-Clyde.

Field test data will be immediately summarized in support of larger scale use in Prince William Sound clean-up program.

● OTHER POTENTIAL ENHANCEMENTS

Numerous alternative cleaning techniques exist which Exxon is vigorously pursuing to identify those procedures which will increase the shoreline restoration rate in an environmentally safe manner. The process for screening and testing these alternatives is outlined herein.

Of these procedures, the use of non-toxic dispersants such as COREXIT 7664 appears most promising.

The basis for a pilot test has been developed to demonstrate the application/use of COREXIT 7664 surfactant. The plan is to conduct onsite, small scale tests at several representative and nonsensitive sites to confirm application rates and techniques. Laboratory scale testing is being set-up to establish calibration/toxicity data. A field test proposal is included for approval.

Work on defining additional usage of warm water, chemical and biodegradation techniques will be completed by June for incorporation in the plan.

FIELD TEST PROPOSAL

PURPOSE:

Enhance effectiveness of water wash shoreline clean-up procedure.

- More complete clean-up.
- Faster clean-up.
- Protection from potential recoiling of shore.

PROPOSED ENHANCEMENT:

Utilize non-toxic, water based, biodegradable shoreline cleaner, COREXIT 7664.

- 1% addition to water stream — 10,000 ppm
- Ambient temperature sea water stream
- Oil dispersed to non-toxic concentrations into upper levels of water column.

OVERVIEW OF PROPOSAL:

Side-by-side comparison of COREXIT 7664 approach vs. water flush.

- Boulder and/or rocky beach.
- Water column, sediment, core samples.
- Measure effectiveness/rate of clean-up.

Carry out parallel toxicity testing using rainbow trout, salmon and zooplankton (Mysid shrimp, polychaetes) in dispersed oil at different concentrations/exposure times.

Proceed with application of this enhancement after complete analysis of results of above two test programs.

TOXICOLOGICAL CONSIDERATIONS OF COREXIT 7664

Most tests conducted circa 1970 when chemical toxicity was a concern. Fifteen agencies published toxicity data regarding COREXIT 7664 over a several year period on a large variety of species (ie. approximately 30.) This resolved concern since 96 Hr. TLM values were in the 10,000 ppm range. This is many orders of magnitude higher than concentrations present in the water column after field application.

Of more concern, understandably, was the toxicity of COREXIT 7664 dispersed oil droplets. Laboratory investigations have shown that COREXIT dispersed oil is more toxic than COREXIT 7664 itself. However, the most meaningful data on the environmental effect of dispersed oil is derived from actual large scale field application in Tampa Bay. The essential features of this application:

- February 1970, DELIAN APPOLLON spilled large amount of Bunker C oil in Tampa Bay. There was extensive oiling of seawalls and the encrusting forms of marine life, i.e. barnacles and oysters. Approximately 200 miles of shoreline was covered. A study was conducted by Texas A&M to determine impact of chemical cleaning by measuring species diversity and population of bottom invertebrates.

NUMBER OF SPECIES FOUND IN MAY-JUNE

<u>Station</u>	<u>May</u>	<u>June</u>	<u>Total</u>
Control	38	34	53
Venetian Isle	43 (oiled)	64 (cleaned)	73
Lewis Isle	51 (oiled & cleaned)	62 (oiled & cleaned)	81

CONCLUSION:

Based on this study, the only possible conclusion is that the cleanup operation, using these particular chemicals, had no effect either of a permanent or temporary nature.

IV. - TELECOMMUNICATIONS

INTRODUCTION/BASES

The Telecommunications Plan for Exxon's Shoreline Restoration effort was developed to provide telecommunications in areas defined as Sector 1 through Sector 3 of the Prince William Sound area of Alaska and elsewhere. The intention of this plan is to support the objectives of all phases of the restoration activities. Telecommunications equipment and resources are being supplied by EUSA-ICS TELECOM.

PLAN ASSUMPTIONS

- The Telecom infrastructure will support the equipment and personnel ramp-up outlined in the base plan.
- The area of coverage will be as defined in the base plan.
- The communication path will follow the command structure, i.e. Valdez will communicate with the berthing vessels, the berthing vessels will communicate with the Exxon/VECO supervisors, the Exxon/VECO supervisor will communicate with the beach supervisors.
- Life/Safety channel of communications will be maintained from the support vessels and the shore area at all times.
- The communications infrastructure will support both Exxon and VECO.
- The communication infrastructure is being built to specifications that will support operations through 15 September, 1989.

SYSTEM DESIGN

Exxon has established a wide area UHF system (Exxon Command Operations) which covers Valdez, Naked Island, Jack Peak, Latouche Islands, Montegue and Ester Islands. These UHF sites have been utilized for the free oil clean-up communication system. In order to speed the implementation of the shoreline restoration communication system it has been decided to continue to use these locations augmented by additional equipment as well as additional frequencies.

In addition, VECO has established UHF repeaters at Naked Island, Chenega, and Rugged Islands. This equipment will be added into the Exxon Operations Network. Area coverage and certain economies of scale can be accomplished by the co-location of both the Exxon and VECO repeaters at a developed site location.

Starting on 20 April, 1989, area coverage surveys were begun to all locations defined under the base plan. Upon completion of this survey and after data reduction occurs, the final repeater site locations will be selected. It is assumed to be the nature of the Prince William Sound that 100% coverage cannot be effected. Therefore, provisions are being made to provide "gap fillers" for those areas that cannot reach one of the repeater sites that have been placed in operation. The three gap fillers options are as listed below:

- Ruggedize portable repeater
- Communication relay vessel
- Portable "Ku" satellite earth station

These gap fillers will be used on a shoreline specific basis.

The Operations Division should notify the Telecom Division a minimum of 48 hours prior to deployment of a shore-team into a location requiring a gap filler. Telecom will provide the equipment and resources to implement the gap filler.

In addition to the Exxon Company Operations Network, Inmarsat is being installed on all berthing/command vessels. With Inmarsat aboard, these ships will have the capability of dialing by telephone to any shore-based telephone worldwide. In addition, ship-to-ship communications can be obtained to any Inmarsat equipped vessel. Though this capability is being deployed on all berthing/vessels, it should be utilized only for "private" voice traffic, facsimile, or data transfer.

VALDEZ

Exxon Command Network Control has been established in Room 210 of the Exxon command Center. A remote console is being established for VECO at the Tititlek Building. Specific channels have been remoted to the Operations Division for their intended use.

COMMAND BERTHING VESSELS

To date, all Command/Berthing vessels, which have been designated as such by the project, have had Inmarsat, UHF and VHF Marine, installed on the vessel. As additional ships are identified, this standard equipment will be installed on each ship.

SHORELINE RESTORATION CREWS

The shoreline restoration crews will be able to communicate within their specific work assignment areas by use of a simplex hand-held radio to hand-held radio on a UHF frequency channel. This frequency will also be available on each of the barges, skiffs or workboats. Exxon and VECO will share this channel assignment. Foremen and Superintendents will be provided with an operating frequency (channel) in which they will be able to talk to the berthing/command vessel supporting their area of responsibility. Both VECO and Exxon will have their own separate set of frequencies (channels) assignments.

In addition, shoreline foremen will have a VHF marine hand-held radio for use as backup in the case of a critical safety or injury situation. VHF marine is aboard all floating vessels under contract to Exxon.

EQUIPMENT REQUIRED

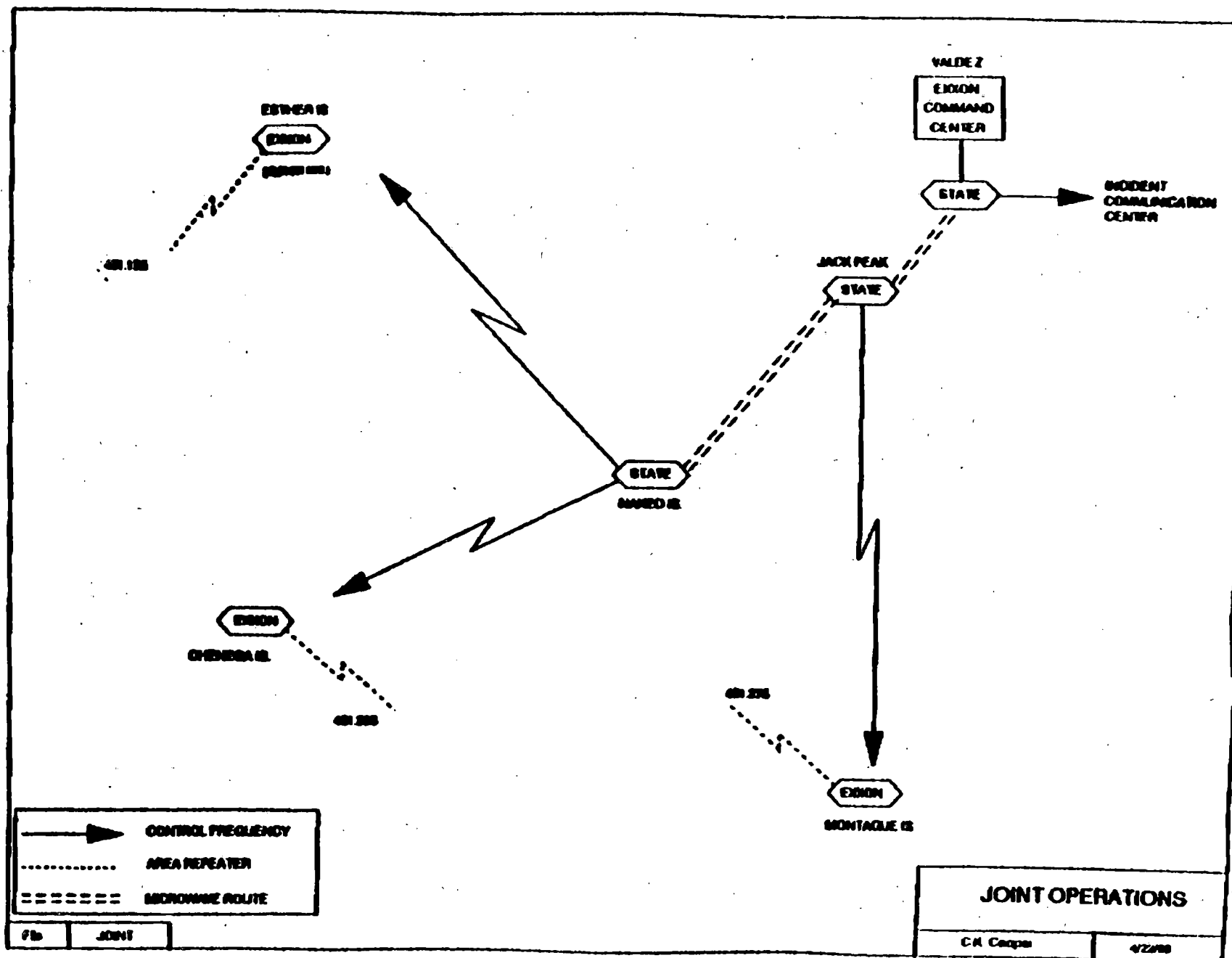
Mobiles

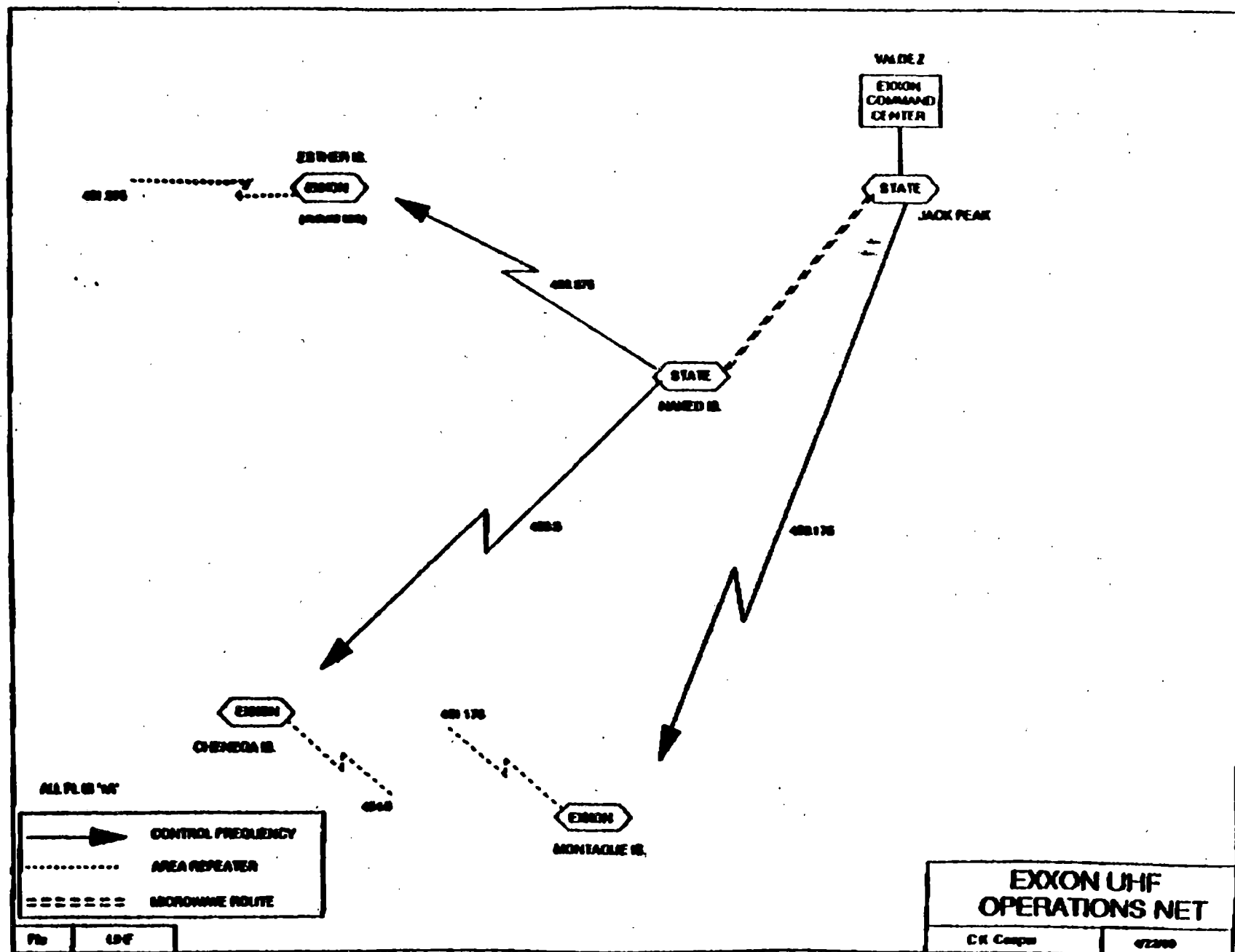
<u>Quantity</u>	<u>Vessel Type</u>	<u>UHF</u>	<u>VHF</u>
13	Berthing	13	13
52	Barge	52	52
91	Skiff	91	20
97	Work	97	
20	Crew	20	
14	Skimmers	14	8
9	Tug	9	
10	Mechanic	10	
	Contingency <u>20%</u>	<u>60</u>	<u>17</u>
	TOTAL MOBILES...	<u>366</u>	<u>110</u>

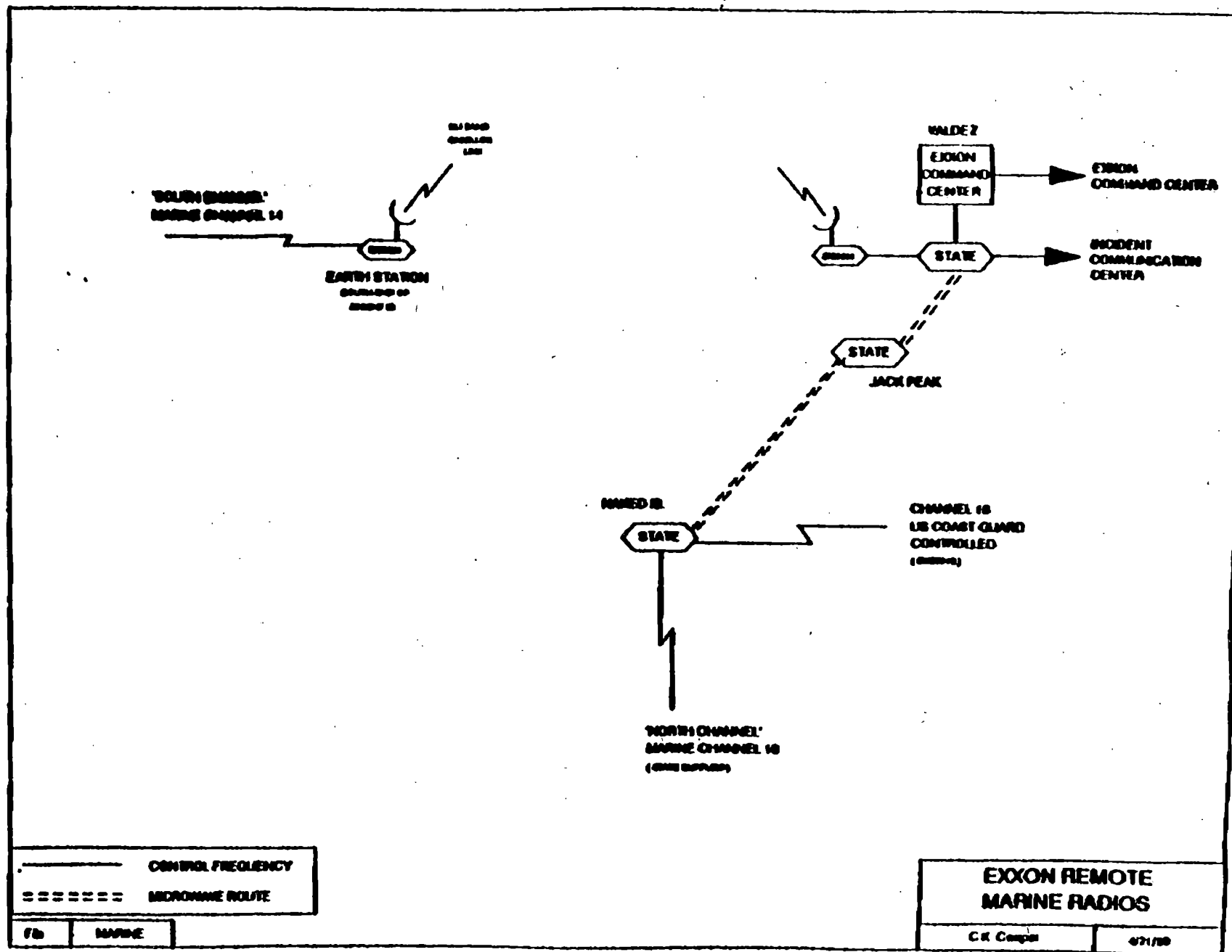
Hand-helds

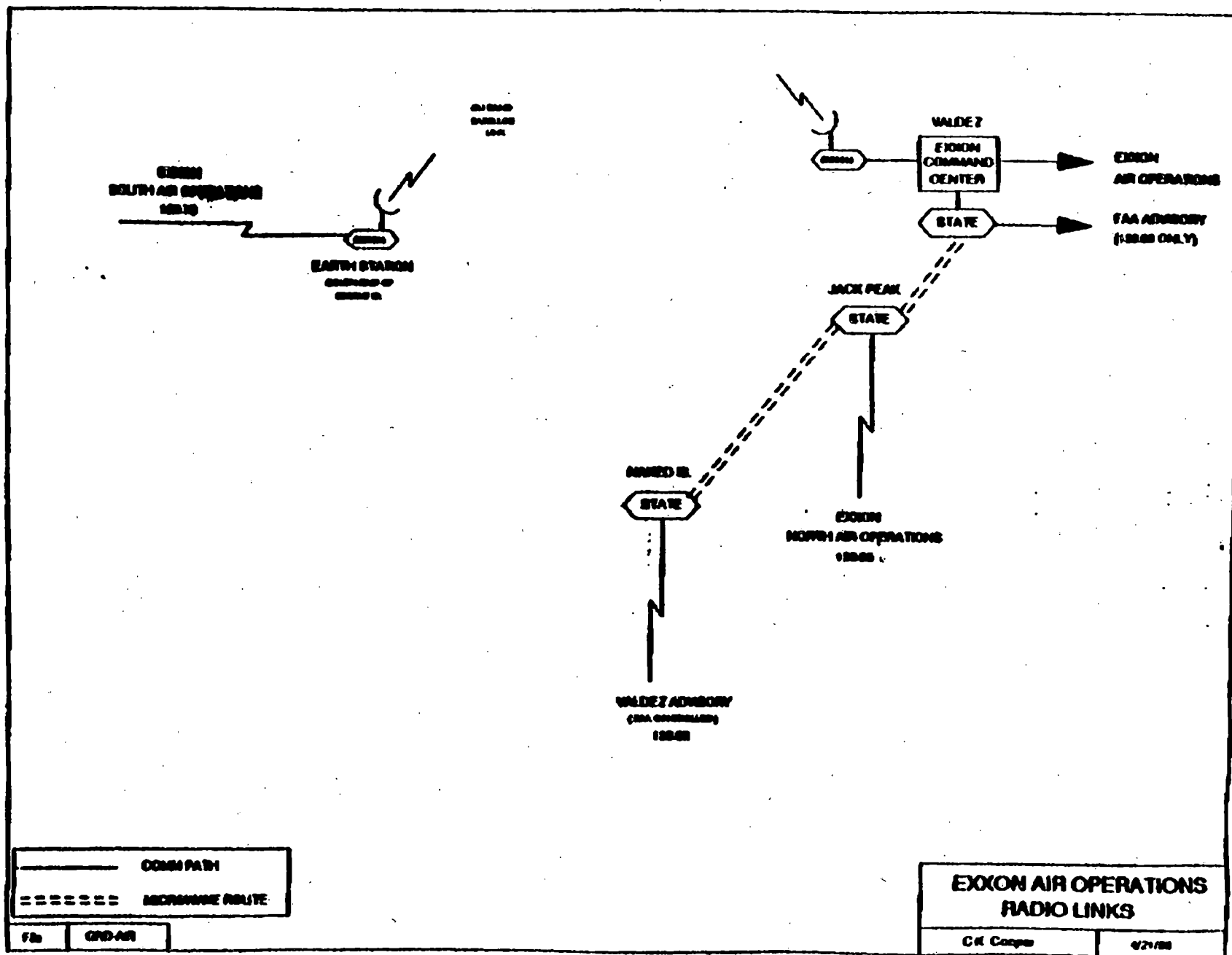
	Exxon - MPT's	34	54
	VECO - Foreman/Asst.	108	54
	VECO - Supervisors	54	
	VECO - Medics	16	16
	VECO - Safety	25	25
13	Berthing	26	
52	Barge	104	
91	Skiff	91	
97	Work	97	
20	Crew	20	
14	Skimmer	14	
9	Tug	9	
10	Mechanic	10	
	Contingency <u>20%</u>	<u>122</u>	<u>26</u>
	TOTAL	<u>750</u>	<u>175</u>

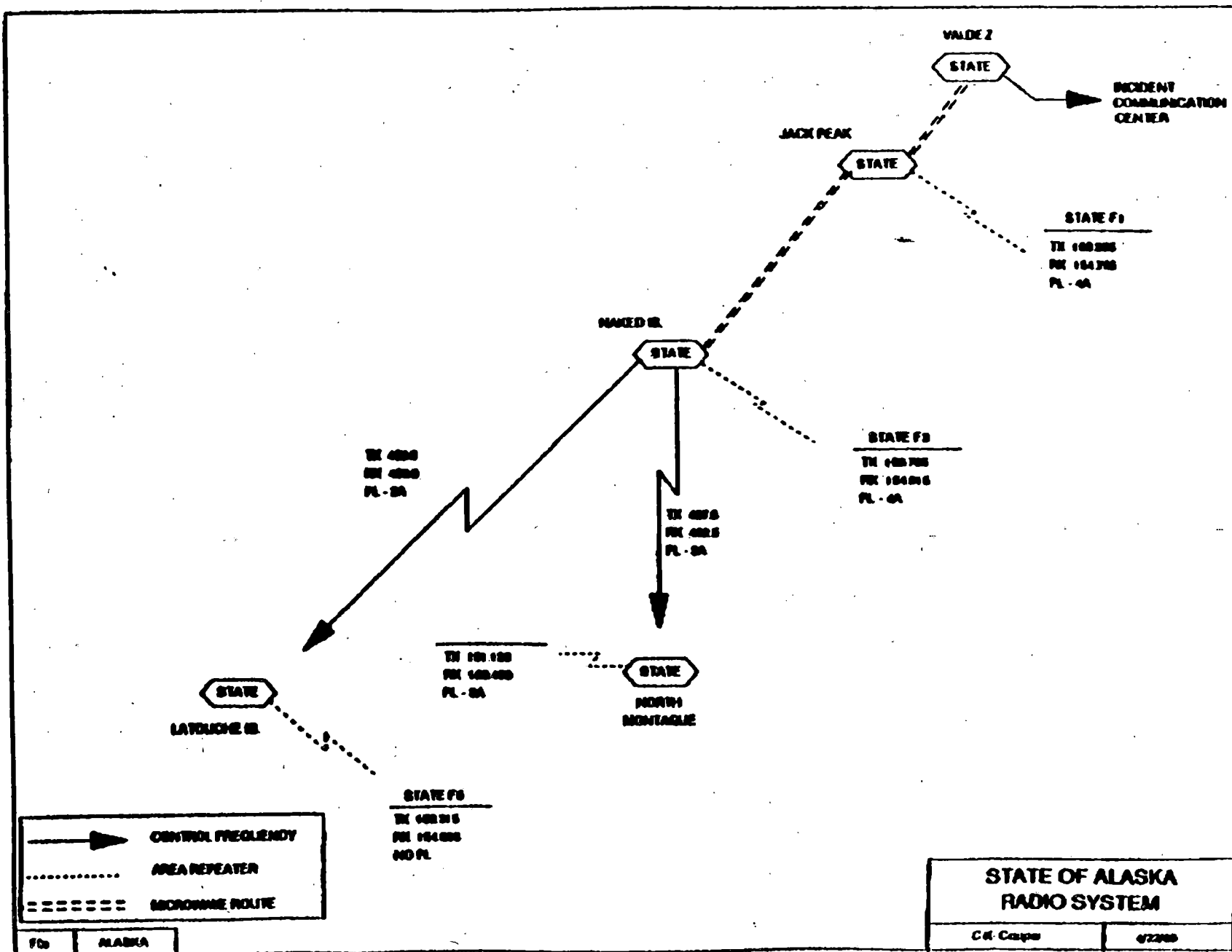
24 ea.	UHF Repeaters (fixed station)
5 ea.	UHF Portable Repeaters
2 ea.	"KU" Portable Earth Stations











V. - ASSUMPTIONS

PERMITS/APPROVALS:

- Approval for future shoreline clean-up operations and sign-offs of shoreline work completion are received without delays.

RESTORATION SCOPE/BASIS:

- Total area to be restored is based on that defined on 4/21/89. ADEC maps covering Prince William Sound, and initial aerial surveys of Southern areas of the Kenai Peninsula by ADEC and Exxon.
- Average width of contaminated beach is 30 feet.
- Acceptable level of cleaning of uniform beaches is achieved by low pressure, cold water flush/float (maximum 3 passes/area). High angle areas and rock faces will be treated with warm water. Based on onsite USCG approval, variations can be approved after recommendation by Exxon and advice from onsite agencies.
- Clean-up operations will be conducted within the environmental windows as currently defined.
- Production/progress estimates are based on current/limited data base.
- Some allowances have been made for re-oiling. Ongoing efforts are directed toward minimizing the potential for re-oiling.

DOWNTIME/OTHER CONSTRAINTS:

- Weather related inside PWS: Apr 30%-Actual, May 20%, Jun 10%, Jul 10%, Aug 20%, Sep (1st half) 20%, Sep (2nd half) & Oct 80%.
- Mechanical: 15%
- Weather related outside PWS: Downtime factors are 50%, to account for logistical and weather considerations.
- Shoreline washing can be conducted primarily during low tide only (6-10 hours per day).
- Smaller components required for restoration vessels (hoses, pumps, etc.) readily available off the shelf and will not cause delays.
- Preventive and normal maintenance work, and minor repairs to restoration equipment, can be achieved during high tide/ weather downtime.
- No additional productivity/downtime delays are encountered due to interference between shoreline/offshore operations, logistics or waste disposal.

RESOURCES:

- Local resources will be available and utilized to the extent possible.
- Additional training requirements, which have been increased to account for the new State requirements, will not cause delays.
- Personnel attrition in the range of 20% per month.

VI. - RESTORATION STRATEGY

The following hierarchy has been adopted to provide the most environmentally sound sequencing for the overall schedule.

<u>Priority</u> <u>Class</u>	<u>Statute Miles</u> <u>Per Priority</u> <u>Class</u>	
1	3	Pinniped haulout areas on five islands.
2	85	A: Heavy contamination in areas of environmental sensitivity. B: Heavy contamination in areas of no environmental sensitivity.
3	85	A: Moderate contamination in areas of environmental sensitivity. B: Moderate contamination in areas of no environmental sensitivity.
4	191	A: Light contamination in areas of environmental sensitivity. B: Light contamination in areas of no environmental sensitivity.

NOTES:

1) Lightly oiled areas might not require cleaning, if environmental considerations indicate that allowing natural forces to operate produces a better result than the mechanical process. It is expected that this will be the case for all lightly oiled Gulf of Alaska sites. An exception to this is those accessible areas lightly oiled by tarballs. Procedures are in place for that work to proceed in a non-mechanical manner immediately.

2) The first three priorities are the most difficult to clean. As a result the cleanup rate in terms of miles per day or miles per unit are lower in the early part of the schedule. This is reflected in the operational plan, so as to have an environmentally sound program.

Shoreline Restoration
Execution Plan

(Statute Miles)

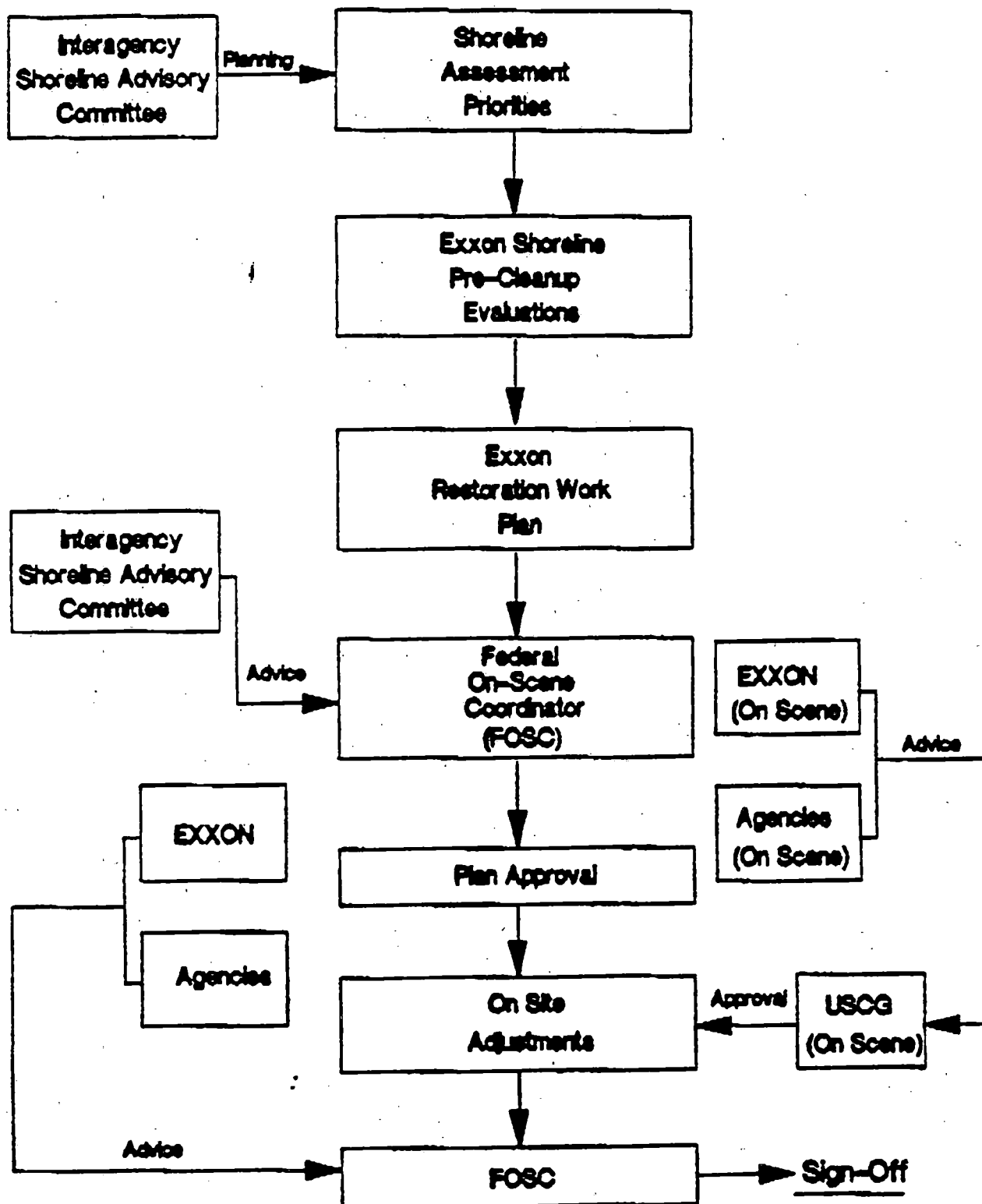
-----ADEC 4/21 Shoreline Data-----

Shoreline	Impacted Shore	Shoreline	Impacted Shore	% Open	Shoreline To Be Cleaned	Class 1	Class 2	Class 3	Class 4
S. Esther Island	0.0	Naked Island Complex	15.7	17.0	13.0	0.0	0.0	3.6	9.4
Axel & Dutch Group	0.0	Lone Island	3.7	20.0	3.0	0.0	0.9	0.5	1.5
Perry Island	12.3	Perry Island	12.3	20.0	9.8	0.0	2.2	3.8	3.9
Lone Island	3.7	Culross Island	3.2	20.0	2.6	0.0	0.4	1.5	0.7
Story Island	0.0	Ingot/Disk Island	19.9	5.0	18.9	0.0	5.1	11.5	2.3
Peak Island	0.8	Eleanor Island Complex	14.8	13.0	12.9	0.0	7.7	3.5	1.7
Naked Island	14.9	Knight Island Complex	90.6	20.0	72.5	0.0	35.0	19.6	17.9
Mainland Culross Passage	0.0	Smith/Little Smith Island	7.9	0.0	7.9	0.8	7.1	0.0	0.0
Culross Island	3.2	Green/Little Green Island	20.0	5.0	19.0	0.5	10.5	0.0	8.0
Applegate Island	1.4	Seal Island	2.0	0.0	2.0	0.5	1.5	0.0	0.0
Hellie Juan to S. Eshamy	21.8	Applegate Rocks	1.4	0.0	1.4	1.4	0.0	0.0	0.0
S. Eshamy to Tigre Glacier	4.0	Montague Island	15.0	20.0	12.0	0.0	0.0	1.6	10.4
Eleanor Island	10.2	Chenege Group	11.0	38.0	6.8	0.0	3.2	2.3	1.3
Ingot Island	13.4	Hellie Juan to Eshamy	21.8	0.0	21.8	0.0	3.9	11.9	6.0
Disk Island	6.5	Eshamy to Tigre	4.0	0.0	4.0	0.0	0.0	0.5	3.5
Sphinx Island	3.4	Tigre to Junken	16.3	20.0	13.0	0.0	0.0	0.0	13.0
Entrance Island	1.2	Letouche Island	21.8	25.0	16.4	0.0	3.0	8.0	5.3
Smith Island	6.5	Evans Island	38.0	20.0	30.3	0.0	0.0	4.8	25.2
Little Smith	1.4	Bainbridge Island	9.1	20.0	7.3	0.0	0.0	0.0	7.3
Seal Island	2.8	Elrington Island	20.0	20.0	16.0	0.0	0.0	0.0	16.0
Knight-Herring to Bay of Isles	41.3	Flemming Island	0.5	40.0	0.3	0.0	0.0	0.0	0.3
Knight-Bay of Isles to Snug	22.4	Cape Junken to Cape Fairfield	--	--	--	--	--	--	--
Knight-Snug to Thumb Bay	18.2	Cape Fairfield to Fault Point	--	--	--	--	--	--	--
Knight Island (Tot 81.8 Mi.)	0.0	Fault Pt to Cape Resurrection	--	--	--	0.0	0.0	5.1	23.9
New Year and Squirrel	1.6	Cape Resurr'n to Cape Aialik	42.6	32.0	19.3	0.0	0.0	1.6	17.7
Mummy Island	4.6	Cape Aialik to Granite Island	29.0	33.0	9.1	0.0	0.0	0.0	9.1
Squire Island	2.5	Granite Island to Pye Islands	14.0	35.0	12.8	0.0	2.0	4.0	6.0
Green Island	28.0	Nuka Area	15.0	20.0	4.0	0.0	2.0	1.0	1.0
N. Montague	2.0	Gore Area	5.0	20.0	--	--	--	--	--
Chenege Delania & Junct'n Isles	11.0	Chugach Area	--	--	--	--	--	--	--
Mainl'd Tigre Glacier to Cape Ju	16.3	Kachemak Bay	--	--	--	--	--	--	--
Evans Island	32.6	Kodiak	--	--	--	--	--	--	--
Elrington Island	13.8								
Letouche	21.8								
Subtotal	314.4								
		Total	454.6		364.2	3.2	84.5	84.8	191.4
Gulf of Alaska									
E. Res'n Bay & Rugged Island	13.8								
Aialik Bay and Cape	28.8								
Harbor & Matua Islands	13.3								
Chiswell Islands	6.6								
Granite Island	9.1								
Two Arm Bay to Rugged Island	14.8								
Subtotal	85.6								
Total	400.0								
Exxon Allowance for Areas Not Surveyed by ADEC	54.6								
Total	454.6								

Notes:

- 1) Open shoreline covers exposed high energy segments where lightly contaminated areas and some moderately contaminated areas will be rapidly dispersed and degraded by natural forces.
- 2) ADEC surveys for Montague, Evans, Bainbridge, Elrington, Flemming Islands and Nuka/Gore areas are incomplete. Estimates for impacted shorelines in these areas have been included.
- 3) Data above based on April 21 ADEC surveys.
- 4) The April 15 plan was expressed in nautical miles. The data above is expressed in statute miles to facilitate a broader understanding.

Shoreline Restoration Approach Flowchart



Note: EXXON responsible for operation management and scheduling of work after approval of FOSC.

VII. - MAPPING

Exxon acknowledges it's responsibility to obtain sufficient data to identify all beaches which have been oiled. To achieve this objective Exxon has committed significant resources to develop accurate base maps of shorelines in Prince William Sound and along the Kenai peninsula. These maps will provide a base for superimposing impacted areas as they are identified.

The Exxon Response Team has assembled a mapping facility located in the Exxon Command Center to assist shoreline clean-up operations. This equipment will be used to manage the information needed to insure that shoreline clean-up activities proceed in an orderly and effective manner.

The facility consists of a PC computer system based on a Compaq 386/25 with 110 Mbyte hard drive, a laser printer, and a Hewlett Packard Draft Master II map plotter. The software allows digitized maps to be stored and then reproduced on any scale with the map plotter. Eight-colour maps can be produced in sizes up to 36" wide and of unlimited length. Maps and the information to be added to them are stored on separate memory planes in the software system. This provides a very flexible method of annotating maps or adding features.

Information to be added to the maps can be input to the system either through the keyboard or by means of a mouse or drawing tablet. Thus both comments and added or modified map features are easily plotted.

A second standby system will be installed consisting of 386 based PC computer with software developed by Nucor Inc. A feature of this equipment is the ability to digitize drawings or other information very quickly with a laser scanner. Information can be captured from video signals (from a video camera or tape) as well. This system also stores information in memory planes which can then be added to any map at any map scale desired.

Maps of Prince William Sound and the Kenai peninsula are currently being digitized and are expected to be installed on the system by May 1.

The shoreline which will require cleaning will be identified by multi-spectral-scanner surveys initially and subsequently enhanced by detailed shoreline assessments. This information will be input into the computer mapping system so that detailed (up to 1:100 scale) maps can be generated which will form the basis for identifying all shoreline segments which require cleaning.

VIII. - SCHEDULE

MILESTONES

It is recommended that milestones be tied to completion of priority classifications. The milestones and completion dates shown below represent an operationally and environmentally sound program.

<u>Milestone #</u>	<u>Priority</u>	<u>Cum. Miles</u>	<u>Completion Date</u>
1	1	3	May 10
Interim		20	June 1
2	2	88	July 1
3	3	173	Aug 1
4	4	364	September 15

The scope of required clean-up in priority 4 and Kenai Peninsula areas is difficult to define fully based on current data. We have therefore combined these for the final milestone. With these distant dates and targets, this flexibility allows resource alleviation and improved procedures to be applied if necessary.

This also allows the program to be adjusted if any classification changes occur (re-oiling, or clean-up by storms).

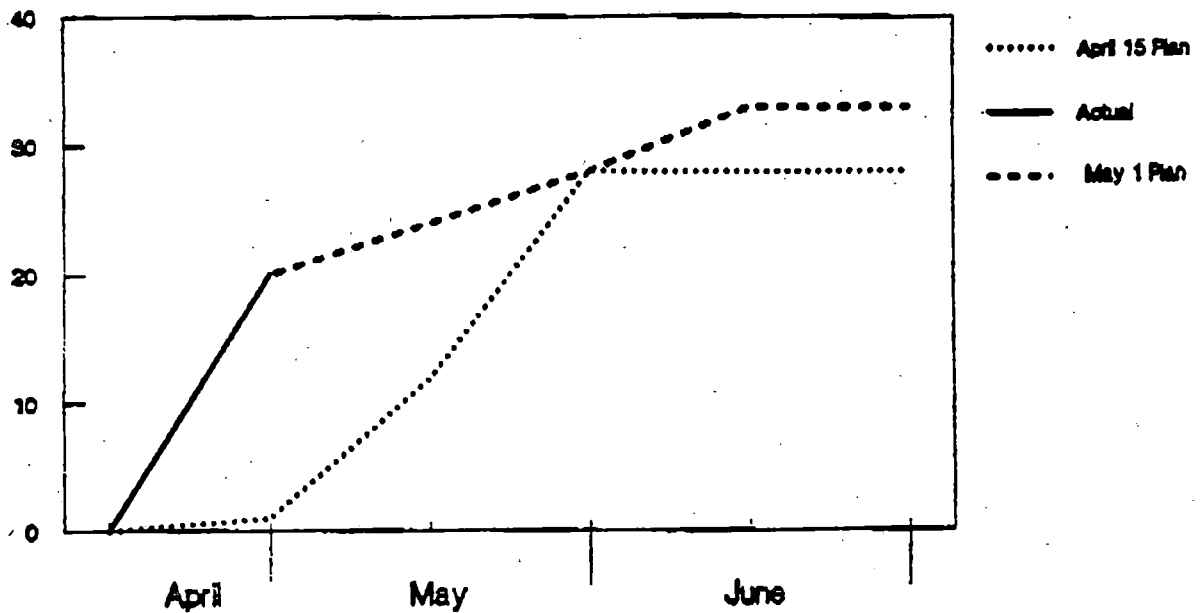
The clear objective is to clean up the beaches in an operationally sound manner that gives the best environmental results. Some flexibility in forward planning will facilitate this.

We therefore propose that these milestones be reviewed when major factors change.

Shoreline Restoration

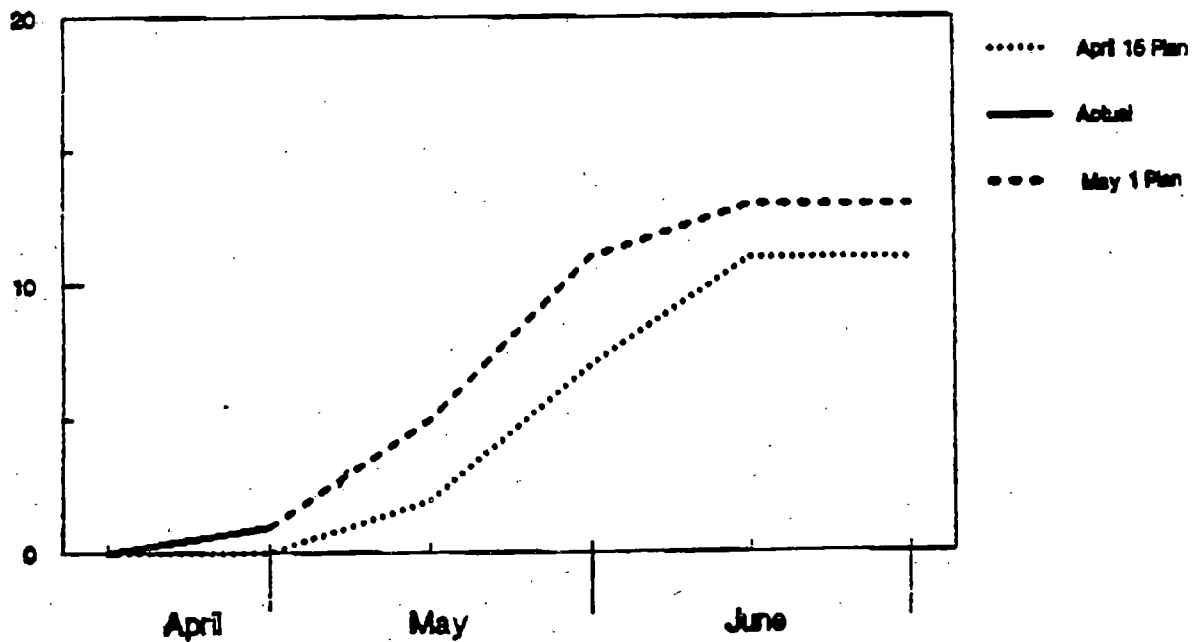
LCV Deployment

Number of Vessels



Barge Deployment

Number of Vessels

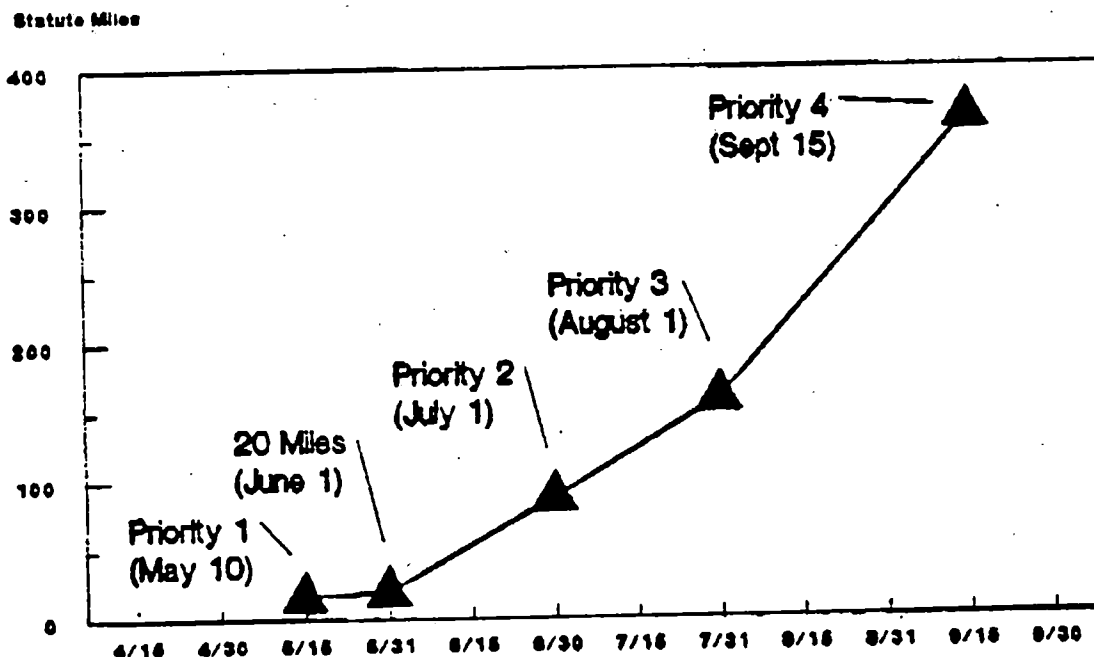


Shoreline Restoration

Current Outlook

Shoreline Restoration Progress

Milestones



Changed Items

- Reduced number of miles of oiled beaches in PWS*
- Updated mix of heavy, medium and light contamination*
- Updated weather down-time
- 33 effective LCV's and 13 effective maxi-barges
- Personnel peak due to modified fleet and rotation basis

Unchanged Items

- April 15 plan productivity

* Based on April 21 ADEC survey, adjusted for open shoreline and estimation for the impacted areas in the Gulf of Alaska

EXXON VALDEZ OIL SPILL
24 MARCH 1989
CHRONOLOGY

DRAFT

24 MARCH 1989 (DAY 1)

Friday

Wash
+ 4 hrs.
LOCAL TIMES

0028 (All times are local. Hours of daylight are ____ to ____.) MSO Valdez received notification from Exxon Valdez reporting that the vessel was hard aground at 60-51.4N, 146-52.3W. The vessel was loaded with 1,264,155 barrels of North Slope Crude. While maneuvering to avoid glacial ice the vessel strayed from tanker lanes and struck bottom on a 36 foot charted shoal on Bligh Reef. The vessel draft fore and aft was 55 feet. Approximately 510,000 gallons of crude oil was released. Initial assessment of pollution extent and shoreline impact could not be made with any degree of accuracy due to the darkness.

0030 Captain of the Port (COTP) at MSO Valdez closed port Valdez to all traffic. The Tug Stalwart was dispatched from Alyeska Marine Terminal to assist the Exxon Valdez.

0100 Pilot Boat was made available to transport CG and Department of Environmental Conservation (ADEC) pollution personnel to the scene.

0148 MSO Valdez contacted Air Station Kodiak requesting helicopter overflight at first light.

0206 Attempt to refloat at high tide; unsuccessful.

0227 M/V Shelikoff reports oil slick to half mile south of Exxon Valdez.

0249 PACAREA Strike Team assistance requested.

0323 Coast Guard (CG) personnel now aboard Exxon Valdez. Tanks gauged, approx. 138,000 barrels lost from wing tanks 1, 3, 5 starboard, starboard slop tanks and number 5 center tanks. (CALCULATIONS: In approximately 3 hours, 5.8 million gallons were spilled. This translates to 1.9 million gallons/hour, or 32,000 gallons/minute.) Note: Salvor's rule of thumb for severe bottom damage to a cargo tank is that one-third of a tank's contents will be lost instantaneously.

0330 Initial response efforts at the Port of Valdez under Alyeska's control are hampered by equipment casualties and holiday personnel shortages. But as response personnel arrive, at the Alyeska terminal, Alyeska is unable to comply with the response timeliness provision in its own contingency plan which calls for initial response at the vessel within five hours of first notification.

CONG. - BIPART.
CA -

POLAND -

BRADY PLAN -

ME: / PROCESS BEGUN
→ EGYPT/JORD/IS

GORB -

REACTING / RESPONDING TO WEST AGENCY

REFLECTS

DEFENSE CAP

CONTINUE -

LOOKING FORWARD -

NATO

CC-Security

Alyeska's only containment barge is tied up at their terminal, stripped for repairs. Alaska's state contingency plan requires Alyeska to notify the state when response equipment is taken out of service. Alyeska had not done so, satisfied that the barge was seaworthy without repairs.

Before the barge could be used, pollution gear had to be loaded. Crane riggers are called at 0330. By this time, CG estimates that 5.8 million gallons are already discharged from the tanks.

0400 Stability of Exxon Valdez is CG's highest priority. The biggest concern is that the vessel might list to starboard, capsize and break up, spilling the entire 54 million gallons of oil. Word is passed to Alyeska to assemble lightering equipment (six-inch hoses and fenders to transfer oil from the Exxon Valdez to recovery vessels, bladders or other containers). Crane operators who were loading response equipment now called on to load a tug with lightering equipment, further delaying at-vessel spill response.

0414 T/V Exxon Baton Rouge contacted, and enroute to initiate lightering operations.

0727 Alyeska Marine Terminal Security Helicopter aloft for overflight with CG investigator aboard. Analysis of video taken by the investigator showed the slick to be 1,000 feet wide by four miles long. Sheen extends in a southerly direction with minimal contact with shoreline.

1115 The Federal Aviation Administration imposed temporary flight restriction around Exxon Valdez. Rate of discharge from Exxon Valdez is slowing. Exxon Baton Rouge arrives at location of grounding and begins to rig fenders for coming alongside to commence lightering operation.

1140 H-3 helicopters overflight observes extremely heavy oil 20-30 feet from the side of the vessel. Slick extends in an east-west direction, approx. one nautical mile (NM) and in a north-south direction, approx. four to five NM. Calm sea is slowing the movement of the oil.

1145 COTP imposes 500 yard Safety Zone around grounded vessel. Notice to Mariners broadcast commenced.

1200 Regional Response Team Teleconference commences. Discussion included the use of dispersants and on-site burning.

1230 Alyeska barge arrives at Bligh Reef, seven hours after the five-hour initial response time required by Alyeska contingency plan. At this time, oil slick is already 1,000 feet wide and four to five miles long. The barge arrives with two skimmers in tow,

-3-

two 1,000-gallons bladders and 7,000 feet of containment boom for a spill of 10 million gallons.

The two on-scene skimmers begin recovering oil near the Exxon Valdez. Coast Guard estimates that even if the Class V and Class VII MARCO skimmers had arrived on time (about 0530) to collect oil, operating at 10 percent efficiency, they would have recovered only .004 percent of what was already spilled.

5 P.M.
Fri. - Wash.
time
1310 MSO Valdez estimates that the quantity released is now 250,000 barrels (10.5 million gallons).

1510 On-Scene Coordinator (OSC) grants permission for dispersant test on lending edge of sheen.

1645 CG 32323 underway with State of Alaska Governor Cowper and assistants.

1700 CG 32323 drops off Governor Cowper and assistants onboard Exxon Valdez.

1800 Dispersant trial application is conducted with less than satisfactory results, due to lack of mixing energy. Use of dispersants at this time is ruled out.

1820 PACAREA Strike Team members arrive in Cordova, Alaska.

2010 T/V Exxon Baton Rouge alongside Exxon Valdez, port-to-port.

2030 Contract divers arrive on-scene.

2154 Exxon Baton Rouge made fast alongside Exxon Valdez.

2215 First lightering hose connected between the two vessels.

2338 Second lightering hose connected between the two vessels.

25 MARCH 1989 (SECOND DAY) SAT.

0015 Tug Jeffrey Foss on scene with 30,000 barrel tank barge to receive recovered oil.

0736 Lightering operations begin with cargo being transferred to Exxon Baton Rouge.

0745 OSC reports that loss of additional oil has ceased.

0750 Commercial divers complete underwater hull survey showing holes in 11 of 16 tanks. The Exxon Valdez had been grounded from the number two tank aft to the number four tank. The vessel's designer advises CG that the ship is not floatable and that a major salvage operation will be required. Meanwhile, oil transfer to the

Exxon Baton Rouge continues at a rate of 10-12,000 gallons per hour. Water replaces cargo to maintain ballast.

0830 Alyeska pipeline representative advises that pipeline flow has been solved to 768,00 barrels/day from the normal rate. At this rate Alyeska states it has seven days storage capacity.

0833 USCGC Rush is ordered to put CG personnel aboard the T/V Oriental Crane and to proceed with all haste to the Exxon Valdez site and establish a command and control platform. USCGC Sedge is ordered to Prince William Sound to assist the OSC.

0845 Lightering operations suspended as on-scene crews reevaluate the situation.

0930 Ms. Alice Berkner of International Bird Rescue and Research Center arrives in Valdez with the intention of setting up facilities for treating oiled animals.

0945 On-Scene Regional Response Team (RRT) agency representatives held a meeting at MSO Valdez with teleconference following at 1110. Dispersant trial application planned utilizing C-130. Exxon oil company assumes financial responsibility and oil spill cleanup coordination.

1100 Exxon Valdez surrounded by containment boom. USCGC Rush on-scene assumes air traffic control functions.

1145 CG Commander of the Pacific Area (PACAREA) requests Aireye surveillance from the Atlantic Area Commander.

1200 Second hull survey is conducted by dive team, with video cameras.

1230 At this point lightering operations had not been resumed due to apparent damage to stripping piping. When lightering operations commenced, some release of oil occurred which gave cause for suspecting that the piping was damaged.

1330 Federal Aviation Administration in Anchorage is mobilizing air traffic control team to set up temporary control Tower (seven personnel) at Valdez Airport.

1990 Cleanup crews report that 1200 barrels of oil have been recovered.

2000 Dispersant trial application conducted with C-130 with optimistic results. Second test to be conducted on the 26th under optimal light conditions.

-5-

2010 Exxon Valdez had transferred 11,000 barrels of oil to Exxon Baton Rouge before suspending lightering operations. Second test of ship's cargo transfer system will be conducted on the morning of the 26th.

2015 Exxon completes initial mapping of the area to determine the extent of the oil spreading and impact. A bird rescue operation has been instituted by Exxon.

2045 A burn test was conducted near Goose Island. Approximately 100 square feet of tar residue was left as a residue. Fifteen thousand gallons of oil was consumed.

26 MARCH 1989 (THIRD DAY) *SUN.*

0530 CG Strike Team members join responders on Valdez. Earlier they had staged an Open Water Oil Containment and Recovery System (OWOCRS) for loading onboard the USCGC Sedge. When deployed, OWOCRS is a U-shaped skimming barrier towed by two vessels. Skimming weirs are connected to hoses and a pump. Recovered oil is pumped into barge tanks or into a long, sausage-shaped dracone container.

0900 Exxon has over 100 people on cleanup operation including Exxon, Alyeska, and contract personnel. Another 200 people are on standby.

Twenty people are being transported to Bligh Island to survey for beach cleanup and bird and wildlife impact. Seventy five oiled birds were reported sighted by Department of Interior personnel, including White Wing Scoters, Old Squaw and Golden Eye birds. Most of the oiled birds were sighted on the west side of Bligh Island. Two oiled sea otters were sighted, attempts to capture were unsuccessful. The Department of Interior estimates that 3,000 sea birds and several hundred sea otters reside within the area of Knowles Head to Galena Bay.

1045 Three CG personnel arrive from MSO Anchorage to assist.

1115 Coast Guard personnel and members from the Alaska Department of Environmental Conservation and Exxon confer on initiating state efforts for protecting sensitive areas on the north side of Bligh Island.

1123-1510 USCGC Sedge arrives on scene north of Bligh Reef. USCGC Sedge dispatches a small boat for the purposes of rechecking the proper positioning of navigational equipment within the Sound, in order to retain navigation safety levels.

1400 At this time, skimmers have recovered 2275 barrels of oil from the water.

-6-

1500 National Transportation Safety Board representatives are on board Exxon Valdez.

1600 Dispersant application conducted with C-130, equipped with Beigart Air Deliverable Dispersant System (ADDS) system. The results were satisfactory.

1700 At this time 46,256 barrels of oil had been transferred to the Exxon Baton Rouge.

1800 (3/26) At this time 3,004 barrels of oil have been recovered by skimmers.

1930 Governor Cowper declares a state of emergency.

1900 51,064 barrels lightered to Exxon Baton Rouge Commercial divers conduct survey with the use of video equipment.

2000 Additional survey by divers reveal that port tanks are intact, although some distortion is evident.

27 MARCH 1989 (FOURTH DAY) *MON DAY*

High winds seriously impair response operations. Overnight, gusts clocked as high as 73 miles per hour have driven the spill nearly 40 miles into Prince William Sound, coating beaches at Little Smith, Naked and Knight Islands. Skimmer systems, booms and other equipment had to be moved to sheltered water for protection.

0542 USCGC Rush begins launching of HH-65 helicopter to provide the OSC and key response personnel an overflight view of the spill. USCGC Rush continues to enforce air space restrictions.

1100 90,599 barrels of oil have been transferred to Exxon Baton Rouge.

1245 Coast Guard overflight reveals that oil which has been pooled up southwest of the Exxon Valdez has formed ribbons of dark emulsified oil. The three largest ribbons were located 1.5 miles south, one mile west, and three miles east of Smith Island. Dimensions vary from _ to two miles in length and 100-500 yards in width. The entire north and northeast side of Smith Island has been heavily impacted. Some oil has also reached Seal Island. Oil glancing the eastern end of Naked Island is a lighter sheen and contains smaller ribbons. No recovery of oil since 1800 on 26 March. Lightering operations continue.

1330 RRT assembles for a teleconference. The staging of sorbent materials at sensitive beaches is planned for areas in the path of the oil spill trajectory. Exxon is informed of the need for beach cleanup crews.

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1900 124,299 barrels of oil have been lightered from Exxon Valdez.

Coast overflight reports heavy shoreline contamination on the northeastern end of Knight Island. Large pools of oil are appearing in the bays and inlets of the island. Oil has heavily impacted Eleanor Island and is moving in a westerly direction around the north end of Eleanor Island. Oil movement is extremely rapid due to high wind conditions and movement of oil has moved beyond sites initially selected for recovery operations.

At the RRT teleconference, permission was given for dispersant application, however rough weather prohibited any attempts. Virtually all mechanical recovery operations have halted due to inclement conditions.

2100 (3/27) 3,000 barrels of oil have been recovered.

28 MARCH 1989 (FIFTH DAY) TUES

1000 Additional PACAREA Strike Team equipment arrives in Valdez.

1010 Exxon requests the use of dispersants and in-situ burning around Eleanor Island. The RRT Consulted, and considered dispersants inappropriate. ADEC issued burn permit to conduct in-situ burning in that area.

1030 USCGC Sedge informs OSC that no oil was in Main or Eshamy Bay. Work crews are setting booms in both areas.

1120 State ADEC approves in-situ burning permit for area around Eleanor Island. Pacarea Strike Team reports 226,874 barrels lightered off Exxon Valdez.

1200 Coast Guard overflight from 0800-1130 indicates oil has impacted beaches on all islands from the northeastern side of Storey Island, Naked Island, Eleanor, Ingot, Knight Islands down to the Bay of Isles area on Knight Island. Heavy oil slicks are found between Naked Island and Eleanor Island, extending in a westerly direction out into Knight Island passage.

Heavy oil impact on Smith and Little Smith Island, with moderate contamination on the eastern side of Green Island. A major clean up mobilization is initiated to protect critical fisheries resources in Eshamy Bay, Main Bay, Port San Juan and Esther Bay. A three tiered emergency organization is developed. The CG, State officials, Alaska Department of Environmental Conservation and the President of Exxon Shipping comprise the Steering Committee. The Operational Coordination Committee includes Coast Guard, State Officials, local fisherman and Exxon. On-Scene Operational Forces compile a third level.

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Major cleanup operation is mobilized to protect fishery resources in Eshamy Bay, Main Bay, Port San Juan and Esther Bay.

1230 Exxon-chartered C-130 applies dispersants in areas of heavily concentrated oil. A minor discharge of oil occurs from Exxon Valdez. The OSC authorizes the use of dispersants.

1300-1530 Exxon dispersant operation conducted near the vicinity of the Exxon Valdez. Exxon reports excellent results. A dispersant operation was also conducted off the eastern end of South Island.

1400 The OSC has opened the port of Valdez to vessel traffic. Vessels subject to Vessel Traffic Service regulations will make daylight transits only. A 1,000 yard safety zone around the Exxon Valdez is imposed. Tank vessels inbound or outbound will be required to have a 2 tug escort to or from Bligh Reef. Vessels have been directed to avoid any cleanup operations by 500 yards.

1600 OSC holds teleconference with Alaska State Legislature.

1730 Secretary of Transportation Skinner and EPA Administrator Reilly arrive to assess cleanup and lightering operations.

1800 274,000 barrels of oil have been lightered from the vessel, and continues to be lightered at a rate of 3,624 barrels per hour. Soundings indicate that the vessel is still hard aground between the number two and three starboard tank areas.

29 MARCH 1989 (SIXTH DAY)

0845 Secretary of Transportation Skinner, EPA Administrator Reilly and CG Commandant Yost view spill area from CG overflight. They arrive in Valdez after having reviewed cleanup and lightering operations and meet with OSC.

1200 At the Valdez site, two dispersant aircraft stood ready for operations. An Aerostar aircraft augmented command and control. Five LCM landing craft arrived for beach-cleanup work. Seven skimmers are operating around Knight Island and over 8,000 feet of additional boom is enroute. Skimmers have removed over 5,000 barrels of oil.

Recovered quantities of oil are estimated at 5,000-6,000 barrels. Over 390,000 barrels of oil are lightered off the Exxon Valdez. Present pumping rate is 9,000 barrels per hour.

2000 442,988 barrels of oil have been pumped off the Exxon Valdez. Approximately 45% of cargo oil has been removed. The National Oceanographic Atmospheric Administration's review of overflights indicates that oil is beginning to show counterclock wise rotation, moving from above Naked Island, down the western side of Knight

-9-

Island and then up the eastern side of Knight Island and the western side of Green Island.

2130 Exxon Baton Rouge ceases reception of Exxon Valdez cargo. Exxon San Francisco is enroute to resume operations.

30 MARCH 1989 (SEVENTH DAY)

Three separate work groups are established for beach clean up. The Priority Assessment Team will prioritize the areas for cleaning. The Clean-up Assessment Team will determine the best techniques to be used. The Shoreline Assessment Team will make a final assessment when the beach areas have been cleaned.

Exxon reports that 7,537 barrels of oil have been recovered. NOAA estimates that 30-40% of the oil has evaporated. The oil has passed Montague Island and Latouche Island and is proceeding westerly into the Gulf of Alaska.

0800 Oil concentrations have moved south seven to eight miles overnight extending to the Montague Strait area, near the southern tip of Montague Island and the eastern side of Latouche Island. Oil remains concentrated in the center of Montague Strait. Green Island is surrounded by oil. Heavy concentrations of oil remain in the area southeast of Naked Island, through the Eleanor and Ingot Island areas and down the western side of Knight Island. The vessel Crystal Star (130 feet) is set up as Exxon floating command center.

Birds and sea otters have been oiled as a result of the incident. Department of the Interior personnel are investigating the impact.

0900 OSC authorizes 3 Environmental Protection Agency members to assist Exxon in the planning for beach cleanup.

0915 A CG Transportable Communications Center arrives from Sacramento, CA to handle Coast Guard air traffic communications.

1000 Over 447,000 barrels of oil have been lightered off the Exxon Valdez.

1100 The Exxon San Francisco takes over lightering operations from the Exxon Baton Rouge. Divers are in the water conducting additional surveys. Exxon Valdez is showing signs of buoyancy.

1300 Senator Lautenberg arrives in Valdez.

2300 The Exxon Baton Rouge departs from position alongside the Exxon Valdez. At the completion of lightering operations, the Exxon Valdez has an estimated 668,000 barrels of oil left.

THOMPSON & MITCHELL

ATTORNEYS AT LAW

1120 VERMONT AVENUE, N.W.

WASHINGTON, D.C. 20005

202 857-0350

ONE MERCANTILE CENTER
ST. LOUIS, MISSOURI 63101
314 231-7676

525 WEST MAIN STREET
BELLEVILLE, ILLINOIS 62220
618 277-4700

200 NORTH THIRD STREET
ST. CHARLES, MISSOURI 63301
314 946-7717

**Financial Aid to Owners of Fishing Vessels
and Fisheries Shoreside Facilities
Harmed by EXXON VALDEZ Oil Spill**

- The oil spill caused by the EXXON VALDEZ will cause many owners of fishing vessels and fisheries shoreside facilities to incur business decline and financial hardship lasting several years.
- These owners will need funds to pay expenses while their businesses are being impacted.
- NOAA's loan guarantee program (the "Program") can be used, in conjunction with some financial support from EXXON, as one method for providing the needed funds.
- The Program currently serves to guarantee loans from banks and other financial institutions used to finance or refinance the construction, reconstruction, reconditioning or (where eligible) purchase of any U.S. flag fishing vessel or fisheries shoreside facility.
- The U.S. guarantee of the debt gives the lending institution the comfort to charge a significantly lower interest rate for a much longer term (up to 25 years) than it would otherwise charge.
- In order to qualify for a guarantee, NOAA requires among other things, that the owner-applicant, be a U.S. citizen, be a good credit risk, possess the experience and ability to successfully operate and maintain the vessel or facility, and provide NOAA with a priority lien on the property being financed.
- Applications from impacted owners would be made to NOAA, and, after appropriate findings are made by NOAA, Exxon would guarantee the impacted owners' repayment of the loans. The Exxon guarantee, backing

- 2 -

up that of the U.S., should allow NOAA to relax its lending criteria.

Because the reality of this crisis is that the owners need working capital, it may be necessary to amend the enabling statute, 46 U.S.C. § 1271 et seq., to include guarantees of working capital loans to those owners affected by the oil spill. There are other idiosyncracies of the Program that may require amendment if this Program were to be made readily available to offset the fisheries impact of the oil spill. This expansion of and amendment to the existing Program would not have an adverse impact on the U.S. Treasury because Exxon would guarantee all of these loans.

Lazard Freres Co., which originated this idea, has a client which will fund, through the use of a pooling arrangement, all of the loans discussed herein.

In addition, Exxon might also supply the funds to allow NOAA, either itself or through an agent, to process and close the loans.

A memorandum concerning this proposal, including potential legislative changes, is currently being drafted.

Richard P. Torykian
Senior Vice President
Lazard Freres & Co.
One Rockefeller Plaza
New York, NY 10020
(212)489-7337



**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

April 28, 1989

400 Seventh St., S.W.
Washington, D.C. 20590

INFORMATION

MEMORANDUM FOR THE PRESIDENT

FROM: SAMUEL K. SKINNER
SECRETARY OF TRANSPORTATION

SUBJECT: OIL SPILL CLEAN-UP EFFORT

Rec'd CO2
MAY - 1 1989

I. SUMMARY

Attached is the Coast Guard Incident Memo for April 28, 1989. Weather in Prince William Sound and the Gulf of Alaska is improving, but low visibility continues to impede oil recovery efforts in the Gulf. Skimming operations are expected to increase over the weekend, and oiled kelp is being successfully unloaded with high suction pumps and an auger pump. Beach cleaning is proceeding slowly, but is anticipated to pick up as the remaining free-floating oil is recovered and additional beach cleaning crews are hired and trained.

II. DISCUSSION

The weather over the past week impeded oil recovery, beach cleaning, and overflights. Weather forecasts for the weekend are better.

Limited skimming operations resumed yesterday. The Soviet skimmer continues to have problems skimming oil, and problems persist with off-loading oil and kelp from other skimming operations. However, an auger pump has been found that easily grinds and pumps the oiled kelp. In addition, high suction pumps have been relatively effective on the viscous oil and oiled kelp, but this type of equipment is currently scarce in the Valdez area.

Beach cleaning efforts will concentrate on Smith Island due to the anticipated return of Harbor seals to that island next month. Smith Island beaches are expected to be cleaned by May 10th.

cc: ✓ The Honorable John Sununu
David Bates
Richard Breeden



COMMAND CENTER INCIDENT MEMO

VALDEZ - 30
28 APRIL 1989

INCIDENT: MAJOR OIL SPILL, VALDEZ, ALASKA

DATE OCCURRED: FRIDAY, 24 MARCH 1989

SOURCE: T/S EXXON VALDEZ

NATIONALITY: U.S.

SUBSTANCE: ALASKAN NORTH SLOPE CRUDE OIL

AMOUNT SPILLED: 250,000 BBLs (10.5 MILLION GALLONS)

SPECIAL FORCES: NATIONAL STRIKE FORCE
NOAA SSC
NAVY SUPSAL
PIAT
ERT

LOCATION: PRINCE WILLIAM SOUND

OSC: MSO VALDEZ

SUMMARY:

OIL POLLUTION SURVEY: MAIN CONCENTRATION OF FREE-FLOATING OIL IN NORTHWEST BAY AND EAST OF ELEANOR ISLANDS, SOME SHEEN AND MOUSSE STREAMERS SIGHTED TO THE NORTH OF LITTLE SMITH ISLAND. SOME MOUSSE AND SHEEN SIGHTED SOUTH-SOUTHEAST OF PERRY ISLAND AND SOUTH OF POINT HELEN. LITTLE SHEEN SIGHTED IN ESHAMY BAY. BOOMING IN ESHAMY, MAIN, AND SAWMILL BAYS CONTINUES TO HOLD WELL.

WESTERN ALASKA - SCATTERED MOUSSE AND SHEEN EAST SIDE OF COOK INLET SOUTH OF ENGLISH BAY AROUND TIP OF KENAI PENINSULA. SCATTERED MOUSSE AND SHEEN NORTH OF CAPE DOUGLAS AND LIGHT SCATTERED MOUSSE AND SHEEN NW OF BARREN ISLANDS. HEAVY MOUSSE AND SHEEN WEST OF GRANITE CAPE, SHEENS FROM TWO ARM BAY TO PYE ISLANDS AND SOUTH SIDE OF NUKA ISLAND. SEVERAL WINDROWS OF LIGHT MOUSSE SIGHTED IN CHUGACH PASSAGE AND BETWEEN E. CHUGACH ISLAND AND PERL ISLAND. LIGHT SHEEN OBSERVED FROM ELIZABETH ISLAND TO NUKA BAY WITH VERY LITTLE MOUSSE. LIGHT IMPACT TO SOUTH SIDE IZHUT BAY, KING COVE, TOLSTOI PT. AND TONKI CAPE OF AFOGNAK ISLAND AND FROM PEREVALINE PASSAGE TO NORTH END BIG FORT CHANNEL ON SHUYAK ISLAND. HELO FLIGHTS NOT POSSIBLE 27 APR NEAR SHUYAK ISLAND DUE TO LOW CEILING.

VESSEL ANCHORED: T/V EXXON VALDEZ REMAINS ANCHORED OUTSIDE BAY, NAKED ISLAND IN POSITION 60-38.0 N, 147-28.8W. DRILLING OF CRACK STOPPER HOLES CONTINUES. TANKS 1C, 2C AND FOREPEAK TANK PURGED, OPEN AND READY FOR STRIPPING. HELO OPERATIONS TO THE VESSEL RESUMED. OCMC PORTLAND, OR SURVEYED VESSEL.

SKIMMING: IMPROVEMENT IN WEATHER ALLOWED SOME SKIMMING. OFFLOADING AND PUMPING REMAIN AS CONCERNS. PRINCE WILLIAM SOUND - 75 BBLs RECOVERED IN OPERATIONS CONDUCTED 26 APR. SKIMMING OPS CONDUCTED IN AREAS EAST OF ELEANOR, INGOT AND NORTHERN KNIGHT ISLANDS, SMITH ISLAND, AND LOWER KNIGHT ISLAND PASSAGE NEAR POINT HELEN.

WESTERN ALASKA - 24 BBLs RECOVERED IN OPERATIONS CONDUCTED 26 APR BY THE SOVIET SKIMMER OFF CHUGACH ISLAND.

SHORELINE OPERATIONS: SHORELINE CLEAN-UP CONCENTRATED ON PINNIPED HAULOUT BLOCK WHICH INCLUDES AGNES, SMITH AND GREEN ISLANDS CONTINUING DEPLOYMENT OF NEW WATER WASHING VESSELS/EQUIPMENT. MOBILIZED ON SMITH ISLAND, GREEN ISLAND, AND APPELATE ROCKS. APPELATE ROCKS HAD BEEN CLEANED CONSIDERABLY BY THE PREVIOUS STORM. PRIMARY CLEAN UP METHODS ON SMITH AND GREEN ISLANDS AS A START WILL FOCUS ON WARM WATER WASHING AND FLOODING OF THE SHORELINE WITH BOOMS LEADING FROM THE SHORELINE GUIDING THE OIL TO A SKIMMER. ACTIVELY DEVELOPING PRE-ASSESSMENT TEAMS TO LET LOCAL CLEAN UP PROCEED. 3340 FEET OF SHORELINE CLEANED TO DATE.

WESTERN ALASKA - CONTRACTOR CONTINUES SURVEYS AND CLEAN UP OF A FEW TARBALLS AND OIL STAINED KELP/SEAWEED AT UPPER END OF RESURRECTION BAY. OILED SORBENTS/DEBRIS TAKEN TO ADEC APPROVED TEMPORARY STORAGE AREA. SEA LION PUPPING SITES IN WESTERN ALASKA AFFECTED BY SPILL IDENTIFIED TO BE EAST SIDE MARMOT ISLAND (KODIAK ISLAND GROUP), SUGARLOAF ISLAND (BARREN ISLAND GROUP), AND OUTER ISLAND (PYE ISLAND GROUP) AND WILL BE ASSESSED FOR IMPACT AND NEED FOR POSSIBLE CLEAN UP EVALUATED, A JOINT EVALUATION BY NOAA, NMFS, AND ADFG PERSONNEL WILL BE CONDUCTED IN THE NEXT FEW DAYS.

OPERATIONS: USS FORT MCHENRY TO DEPART FOR CLEAN UP ASSISTANCE TODAY. USS JUNEAU OPERATING IN PRINCE WILLIAM SOUND. INSTALLING "OSCAR" (OIL SPILL COMPUTER AUTOMATED RESPONSE) SYSTEM ABOARD USS JUNEAU WHILE IN PORT. DATA IS BEING ENTERED AS REMOTE TERMINALS ARE INSTALLED AND PERSONNEL TRAINED. ELECTRONIC MAIL VIA "OSCAR" PROVIDES A CONVENIENT, INFORMAL METHOD FOR INFORMATION RESPONSE AND HAS RELIEVED SOME OF THE BARRAGE OF PHONE CALLS FOR DETAILS ON THE CLEANUP PROGRESS. THE JOINT COMMUNICATIONS CENTER IS FULLY OPERATIONAL. FOSC TO VISIT M/V VAYDAGHUBSHY AND HOMER AREA TODAY.

FACT SHEET

28 APRIL 89

OIL RECOVERED: 44,000 BBLs
EVAPORATED 84,000 BBLs
BIODEGRADED 12,000 BBLs
BURNED 19,000 BBLs
DISPERSED 12,000 BBLs
PRINCE WILLIAM SOUND
COLLECTABLE 4,000 BBLs
WIDELY DISPERSED 14,000 BBLs
SHORELINE 36,000 BBLs
GULF OF ALASKA
OFFSHORE 9,000 BBLs
SHORELINE 7,000 BBLs

VESSELS OFFSHORE:

I. DEPLOYED

6 TANK BARGES, TOTAL CAPACITY 175,000 BBLs
2 SUPPORT BARGES (1 STANDBY)
8 BERTHING VESSELS
14 TUGS
26 LANDING CRAFTS LCM/LCA/LCV
319 OTHER VESSELS (20'-195')
85 CDFU

460 TOTAL DEPLOYED

II. ENROUTE

BERTHING VESSELS

NAME	CAP.	ETA
COLUMBIA	100 BEDS	5/02
BERING TRADER	300 BEDS	5/04
USS FORT MCHENRY	400 BEDS	UNK(DEP. SAN DIEGO 4/28)

BARGES

OIL	2 EA	180 X 50	4/28
SECTIONAL	1 EA	180 X 54	4/26

OTHER

OCEAN FINN	4/27
------------	------

BOOM:

I. DEPLOYED

250,850 FT. CONTAINMENT (14,500 FT. AROUND EXXON VALDEZ)
103,545 FT. ABSORBANT
354,395 FT. TOTAL DEPLOYED

28 APRIL 89
WEATHER FORECAST

PRINCE WILLIAM SOUND

WINDS: SE TO 25 KNOTS
SEAS: TO 6 FT
CLOUD COVER: CLOUDY
PRECIPITATION: OCCASIONAL RAIN

GULF OF ALASKA (CAPE SUCKLING TO GORE POINT)

WINDS: EAST TO 25 KNOTS WITH HIGHER GUSTS
SEAS: TO 9 FT
CLOUD COVER: CLOUDY
PRECIPITATION: OCCASIONAL RAIN

OUTLOOK:

PRINCE WILLIAM SOUND: WINDS FROM THE EAST TO 15 KNOTS.

CAPE SUCKLING TO GORE POINT: SOUTHEAST WINDS TO 15 KNOTS.

Withdrawal/Redaction Sheet

(George Bush Library)

Document No. and Type	Subject/Title of Document	Date	Restriction	Class.
02. Memo	From Sam Skinner to John Sununu Re: Oil Spill Liability and Compensation Legislation (4 pp.)	4/30/89	P/5	

Collection:

Record Group: Bush Presidential Records
Office: Chief of Staff, White House Office of
Series: Sununu, John, Files
Subseries: Issues Files
WHORM Cat.:
File Location: Oil Spills (1989) [1]

Open on Expiration of PRA
 (Document Follows)
 By JP (NLGB) on 5/12/05

Date Closed: 12/2/2004	OA/ID Number: 29163-002
FOIA/SYS Case #: 1998-0004-F[1]	Appeal Case #:
Re-review Case #: 2005-0426-S	Appeal Disposition:
P-2/P-5 Review Case #:	Disposition Date:
AR Case #:	MR Case #:
AR Disposition:	MR Disposition:
AR Disposition Date:	MR Disposition Date:

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

P-1 National Security Classified Information [(a)(1) of the PRA]
 P-2 Relating to the appointment to Federal office [(a)(2) of the PRA]
 P-3 Release would violate a Federal statute [(a)(3) of the PRA]
 P-4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
 P-5 Release would disclose confidential advice between the President and his advisors, or between such advisors [(a)(5) of the PRA]
 P-6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

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(b)(1) National security classified information [(b)(1) of the FOIA]
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 (b)(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
 (b)(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
 (b)(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
 (b)(9) Release would disclose geological or geophysical information



**U.S. Department of
Transportation**

Office of the Secretary
of Transportation

Rec'd CDS
MAY - 2 1989

400 Seventh St., S.W.
Washington, D.C. 20590

April 30, 1989

INFORMATION

**MEMORANDUM FOR THE HONORABLE JOHN SUNUNU
CHIEF OF STAFF**

FROM:

**SAMUEL K. SKINNER
SECRETARY OF TRANSPORTATION**

SUBJECT:

OIL SPILL LIABILITY AND COMPENSATION LEGISLATION

I. SUMMARY

The President announced on April 7 that the Administration would send oil spill liability and compensation legislation to the Congress and stated that pending international oil spill Protocols, which establish a parallel compensation system at the global level, should be ratified. My staff has been working very hard to get a product ready to meet the President's commitment. We should be prepared to introduce legislation this week that will provide fair, speedy, and certain relief from damages, including economic damages, cleanup costs and natural resource restoration, and will implement the 1984 Protocols. The bill we have drafted is currently in the interagency review process. Agencies should be advised to proceed with their review and clearance process in the spirit of the President's commitment.

Failure to forward an Administration bill would weaken the President's leadership position in responding to the Alaska spill. The issues must be resolved promptly, in any case, to develop our position on the Congressional proposals which have been introduced in both the House and the Senate.

II. DISCUSSION

Our legislation would establish a two-tier liability and compensation system. The first level of liability for cleanup costs and damages would be borne by ship and facility owners (and their insurers). The second tier of compensation would be provided by a large fund supported by the oil industry. Both tiers would compensate States and the Federal government for cleanup costs and natural resource restoration. Proven damages to "third parties" such as fishermen and cannery owners would also be compensated.

Our bill, combined with the implementation of the international Protocols, would provide substantial benefits not otherwise

available. For example, tank vessels not enroute to a U.S. port, and therefore potentially not under U.S. law, would be covered.

In the event of a spill under the proposed regime, the discharger (ship or facility owner) bears initial liability up to levels of \$60 to \$100 million. For tanker spills, additional costs up to \$260 million would be paid by the international fund created by the 1984 Protocols. The domestic fund would provide further coverage up to \$500 million above the shipowner's liability. The \$500 million cap can be raised by the President on an incident by incident basis. For comparison, the most costly spill prior to the EXXON VALDEZ caused damages of less than \$200 million.

Congressional Legislation

The Administration bill closely tracks H.R. 1465 (bi-partisan Merchant Marine and Fisheries Committee bill). The bill improves H.R. 1465 by adding a civil penalty for cases where natural resources cannot be restored or replaced, and by creating the Presidential waiver of the \$500 million cap. The availability of the waiver assures that no legitimate claimant or cleanup cost will go uncompensated. Authorization already exists in the Internal Revenue Code for a 1.3 cent per barrel fee on both domestic and imported oil, paid by the oil industry, to support the domestic fund.

Current balances in existing oil spill funds such as those under the Clean Water Act) would be transferred to the new fund. However, our bill does not incorporate the Trans Alaska Pipeline System (TAPS) fund and would allow rebate of the fund's balance.

The Administration bill differs from S. 686 (Mitchell, Baucus) over the question of implementation of the Protocols (transmitted by President Reagan to the Senate for advice and consent and supported by President Bush) and the closely related question of preemption of oil spill liability statutes. The Administration bill proposes a single, unambiguous liability regime for costs and damages, and requires that all actions be brought in Federal district court. This regime offers the best protection for damaged parties because it quickly identifies the responsible party, assures those parties are financially liable, and avoids duplicative and extended litigation in State courts.

Hearings on H.R. 1465 will begin on May 11 with mark up scheduled for May 24. Rep. Billy Tauzin (D.La.), Chairman of the subcommittee, has expressed interest in using the Administration's bill as the markup vehicle. If we are to take a lead role in the development of legislation, our bill must be transmitted immediately, before the other bills start to move. There is sentiment among some House Republicans that the Administration should not send up its own bill on the grounds that it will divide Republicans and undermine the House's negotiating leverage in Conference with the Senate. However, our bill is stronger than the House legislation with the inclusion of the Presidential waiver and civil penalties.

Interagency Review Process

Six issues are unresolved. Representatives from Transportation, OMB, Justice, Treasury, State, and other agencies will meet today to work on the remaining differences. The central issues are the questions of preemption of State liability statutes, liability limits for tanker owners and the payment of economic damages from the domestic fund.

o International Protocols and Preemption.

The international Protocols provide for liability for tanker owners with compulsory insurance and assure that U.S. judgments will be enforceable in foreign courts.

In order to implement and gain the advantages of the Protocols, preemption of State liability laws as they relate to tankers covered by the Protocols is mandatory. The President is right to stress the need for the Protocols because they provide protection for U.S. citizens not available under a strictly domestic system. State governments (through the National Governors' Association) have expressed a willingness to accept preemption of State liability statutes to gain the protection afforded by the Protocols. Further, U.S. failure to ratify the Protocols will result in serious loss of our negotiating strength in the world maritime community.

o Vessel Liability

There is interest in raising the vessel owner liability levels in the bill significantly above the currently envisioned \$60 million level. Increases in this ceiling to the levels envisioned by the international fund (\$78 million) may be desirable, but further increases will seriously undermine ratification of the Protocols.

o Economic damages

Our bill proposes that the domestic fund should cover economic damages, such as lost income to fishermen and canneries, when the discharger's liability limit is reached. This is consistent with the positions of both the House and the Senate, but is a departure from the prior Administration's position. It is inequitable to force economically damaged parties to forego recoveries when an oil company financed fund is available.

Justice and Treasury have reservations about including economic damages such as lost income and taxes under the domestic fund.

o Lesser Issues

Opening the IRS Code -- Treasury and Justice have expressed an interest in amending the IRS Code to extend the existing authority for the 1.3¢ per barrel fee and make other improvements. Although

improvements are desirable, there is no compelling reason for initiating them now and their inclusion would unnecessarily involve the Congressional tax committees.

Direct Support of Administration Expenses -- Justice has requested that litigation and enforcement expenses be directly drawn from the domestic fund. DOT does not object.

Technical Amendments to the Clean Water Act -- Justice has identified desirable technical amendments to the Clean Water Act. There is no objection if they do not generate controversy.

III. CONCLUSION

Pursuant to the President's April 7th announcement that he would shortly submit comprehensive oil spill liability and compensation legislation to Congress, we think it is important to keep his commitment as soon as the legislation can be reviewed and cleared.

Withdrawal/Redaction Sheet

(George Bush Library)

Document No. and Type	Subject/Title of Document	Date	Restriction	Class.
03. Memo	From Sam Skinner to John Sununu Re: Oil Spill Update - Meeting with Exxon (2 pp.)	6/16/89	P /5	

Collection:

Record Group: Bush Presidential Records
Office: Chief of Staff, White House Office of
Series: Sununu, John, Files
Subseries: Issues Files
WHORM Cat.:
File Location: Oil Spills (1989) [1]

Open on Expiration of PRA
(Document Follows)
By φ (NLGB) on 5/12/05

Date Closed: 12/2/2004	OA/ID Number: 29163-002
FOIA/SYS Case #: 1998-0004-F[1]	Appeal Case #:
Re-review Case #: 2005-0426-S	Appeal Disposition:
P-2/P-5 Review Case #:	Disposition Date:
AR Case #:	MR Case #:
AR Disposition:	MR Disposition:
AR Disposition Date:	MR Disposition Date:

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

P-1 National Security Classified Information [(a)(1) of the PRA]
P-2 Relating to the appointment to Federal office [(a)(2) of the PRA]
P-3 Release would violate a Federal statute [(a)(3) of the PRA]
P-4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
P-5 Release would disclose confidential advice between the President and his advisors, or between such advisors [(a)(5) of the PRA]
P-6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

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Freedom of Information Act - [5 U.S.C. 552(b)]

(b)(1) National security classified information [(b)(1) of the FOIA]
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(b)(3) Release would violate a Federal statute [(b)(3) of the FOIA]
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(b)(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA]
(b)(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
(b)(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
(b)(9) Release would disclose geological or geophysical information



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

File
FAXED - REC'd
6/16/89
3:15 p.m.

JUNE 16, 1989

THE CHIEF of STAFF
has seen JUN 21 1989

INFORMATION

MEMORANDUM FOR THE HONORABLE JOHN SUNUNU,
CHIEF OF STAFF

FROM: SAMUEL K. SKINNER
SECRETARY OF TRANSPORTATION

SUBJECT: OIL SPILL UPDATE -- MEETING WITH EXXON

I. SUMMARY

I met today with Lee Raymond and Don Smiley of EXXON Corporation to discuss the status of the Alaska oil spill cleanup effort. They currently have 9180 people employed in Alaska, including 1947 on the beaches. I've attached copies of the charts they provided outlining the deployment of their workforce and the various timetables for the cleanup effort. EXXON's primary concern continues to be the magnitude of the billings for DOD vessels engaged in the cleanup effort. We are developing guidelines with the DOD for those billings and will consult you before the submission of any bill for DOD vessels to EXXON.

II. DISCUSSION

EXXON BRIEFING

Chart I. Provides and up-to-date overview of several factors that contribute to the effectiveness of the cleanup effort including weather, equipment reliability, landing craft, and barges. According to these factors, they are approximately where they projected they would be at this point. In addition, the chart attempts to gage actual miles of beach cleaned up. This assessment fails to delineate the varying degree of oiling on the cleaned beaches, and is thereby an unreliable yardstick for judging EXXON's progress. The Coast Guard is developing a more accurate methodology for measuring the progress of the shoreline cleaning effort.

Chart II. Outlines the deployment of the 1947 workers on the beaches. EXXON anticipates 2050 workers in Prince William Sound, and 750 in the Gulf of Alaska when fully manned (10,500 personnel).

Chart III. Defines the timetable for bringing on the shoreline workforce. Currently, they are 150 workers below projection due to a loss in billets on the berthing vessels when

the USS JUNEAU and the USS FT. McHENRY were relieved by the smaller USS CLEVELAND and USS MOUNT VERNON. Chart also doesn't reflect EXXON's new estimate of 750 workers in the Gulf of Alaska as opposed to their old estimate of 450 workers.

Chart IV. Further delineation of the shoreline workforce in the Gulf of Alaska between Seward, Homer, and Kodiak.

Chart V. Outlines the current shoreline cleanup target. EXXON indicates that the 730 mile goal is somewhat of a 'moving target' due to reoiling in the Gulf of Alaska and changing assessments of damaged beaches.

Chart VI. Shoreline Progress. Shows the effort approximately on schedule. It's notable that the majority of miles (94) treated to date are in the Gulf of Alaska where the workforce is substantially smaller. This demonstrates the disparity between the severity of the oiling in the Prince William Sound as opposed to the Gulf.

DOD BILLINGS

Coast Guard met last week and earlier this week with the DOD Director of Accounting, to determine the procedure on billing EXXON for the berthing vessels (USS Ft. McHenry, USS Juneau, USS Mount Vernon, and USS Cleveland), and a timetable for delivery of those billings. The DOD will determine the billing procedure by the end of the week and will develop a billing pursuant to that procedure by early next week. It will be delivered to the Coast Guard (DOT) for their review and then will be submitted to EXXON. We will consult with your office during the time the Coast Guard reviews the billing. We are working with the DOD to avoid any controversies over handling of non-funded charges (depreciation of vessels etc.). I will provide a more detailed memorandum on this issue.

MISCELLANY

We discussed Senator Murkowski's interest in seeing EXXON double shift their beach crews and work through the night with lights. Exxon had serious reservations about the safety of working on oiled beaches in the dark and the potential for injury to their workers. However, they did reiterate their commitment to finishing treatment of the beaches on schedule and to providing the necessary number of workers to get the job done.

EXXON also was not overly enthusiastic about the oil bounty concept. They are concerned that they will end up paying bounty on crankcase oil, marine fuel and everything else that bounty hunters can drag in. They are aware of the concerns Senator Murkowski and Senator Stevens have expressed about idled fishermen because of the spill's impact on fisheries' openings.

BASE PLAN
With Potential Improvements (4)
Progress Check List

(1)(2) Week Ending	Weather Availability % (2)		Mechanical Availability % (2)		Landing (3) Craft		Mexi And (3) Omni Barges		Shoreline Progress (1)				Shoreline to be Unassessed
	Forecast	Actual	Target	Actual	Target	Actual	Target	Actual	Target Period	Actual Period	Target Cumulative	Actual Cumulative	
Apr 16	70	50	85	100	1	1	0	0	0.1	0.1	0.1	0.1	
Apr 23	70	86	85	100	6	6	0	0	0.5	0.5	0.6	0.6	
Apr 30	70	79	85	88	19	20	1	1	0.4	0.4	1.0	1.0	
May 7	80	86	85	88	19	24	1	2	2.6	2.7	3.6	3.7	
May 14	80	83	85	92	25	28	2	4	2.5	2.4	5.1	6.1	
May 21	80	80	85	97	26	30	5	9	6.5	12.0	12.6	18.9	
May 28	80	82	85	96	33	33	10	11	8.7	46.8	21.3	65.7	
Jun 4	90	81	85	95	40	43	13	16	11.2	57.5	32.5	118.2	
Jun 11	90	92	85	95	42	44	16	17	14.2	19.8	45.7	138.0	
Jun 18	90		85		44		17		17.8		50.5		
Jun 25	90		85		46		20		18.5		83.0		
Jul 2	90		85		48		20		25.4		109.4		
Jul 9	90		87		48		20		28.1		137.5		
Jul 16	90		90		50		20		28.6		165.1		
Jul 23	90		90		50		20		44.0		210.1		
Jul 30	90		90		50		20		44.9		255.0		
Aug 6	80		90		50		20		40.5		295.5		
Aug 13	80		90		50		20		39.2		334.7		
Aug 20	80		90		50		20		29.3		364.0		
Aug 27	80		90		50		20						
Sep 3	80		90		50		20						
Sep 10	80		90		50		20						
Sep 17	80		90		50		20						
Sep 24													
Oct 1													

If weather allows and if work is needed, activity will continue during this period.

Additional Barges to be
Delivered by
Survey's Delivery

- NOTES:
- 1) Cumulative and period mileage numbers are achieved by the date shown.
 - 2) Target/Forecast values are averages for the week ending on the date indicated.
 - 3) Landing Craft and Mexi-Barge Deployment Schedule defined in May 24 Upgrade of May 1 Plan.
 - 4) Includes full utilization of 50 LCVs/20 Mexi's and incremental wave water projection as per May 24 Upgrade of May 1 Plan.

P.26

TO SANDERS

06:14 1989 20:24 FROM EOOD. LSC

Chart I

557 10-13 55:02 55:14 55:25

[illegible]

EQUIPMENT OPERATING STATUS-JUNE 18, 1969				
<u>Task Force</u>	<u>Location</u>	<u>OTB</u>	<u>LCV</u>	<u>Moat Barrels</u>
TF-1 COLONIAL EXPLORER	Perry Island	272	9	3
TF-2 USS CLEVELAND	Upper Passage	372	12	4
TF-3 USS MT VERNON	Herring Bay	371	10	3
TF-4 COLUMBIA	Northwest Bay	384	15	5
Seaward	Valik Bay	65	-	-
Monter	Gore Pt area	188	-	-
Kodlak	N Coast Kodlak	219	-	-
Supervision	-	134	-	-
TOTAL		1947	47	15

{OTA-On The Beach Personnel}

F.1.0

70 SPINDERS

06/14/1995 20:36 FROM EXON LSC

Manpower On the Beach

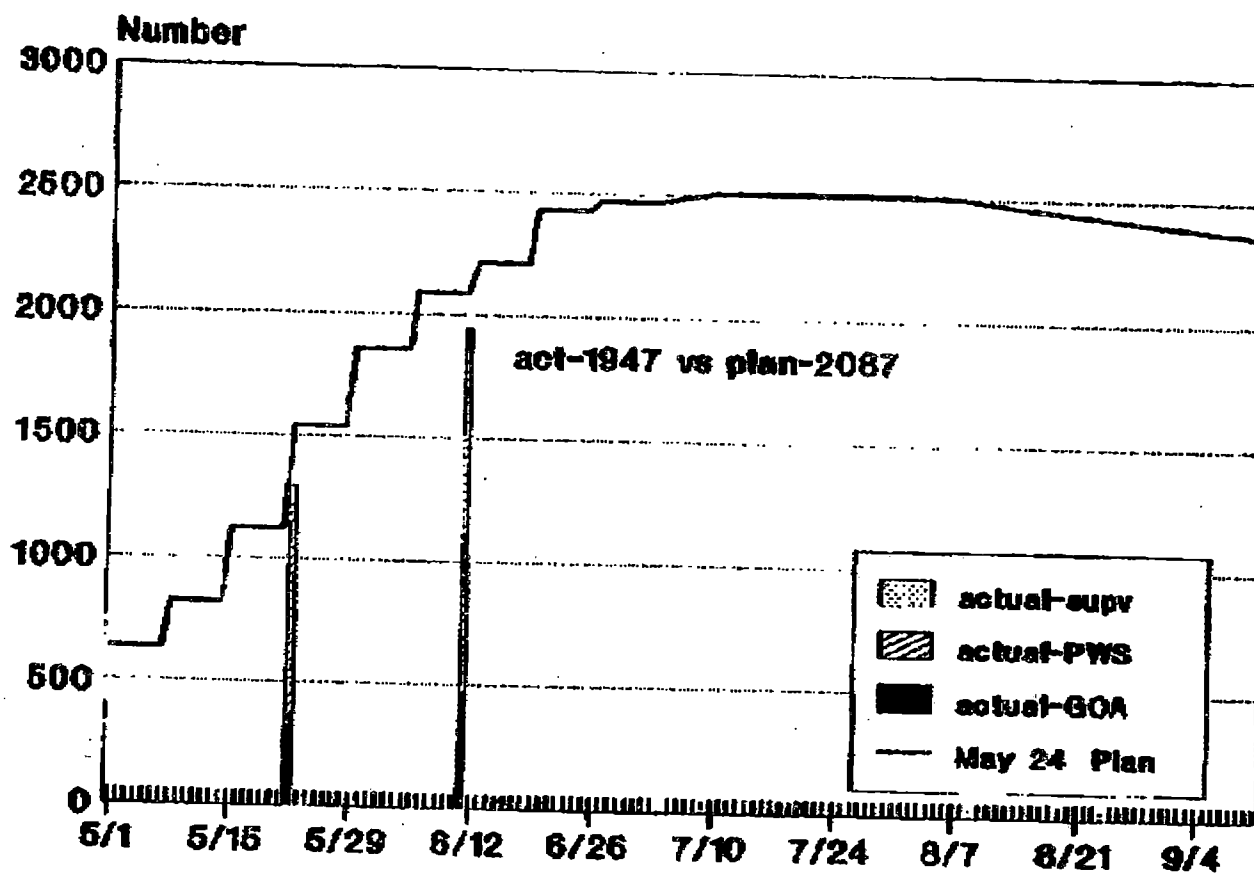


CHART IV

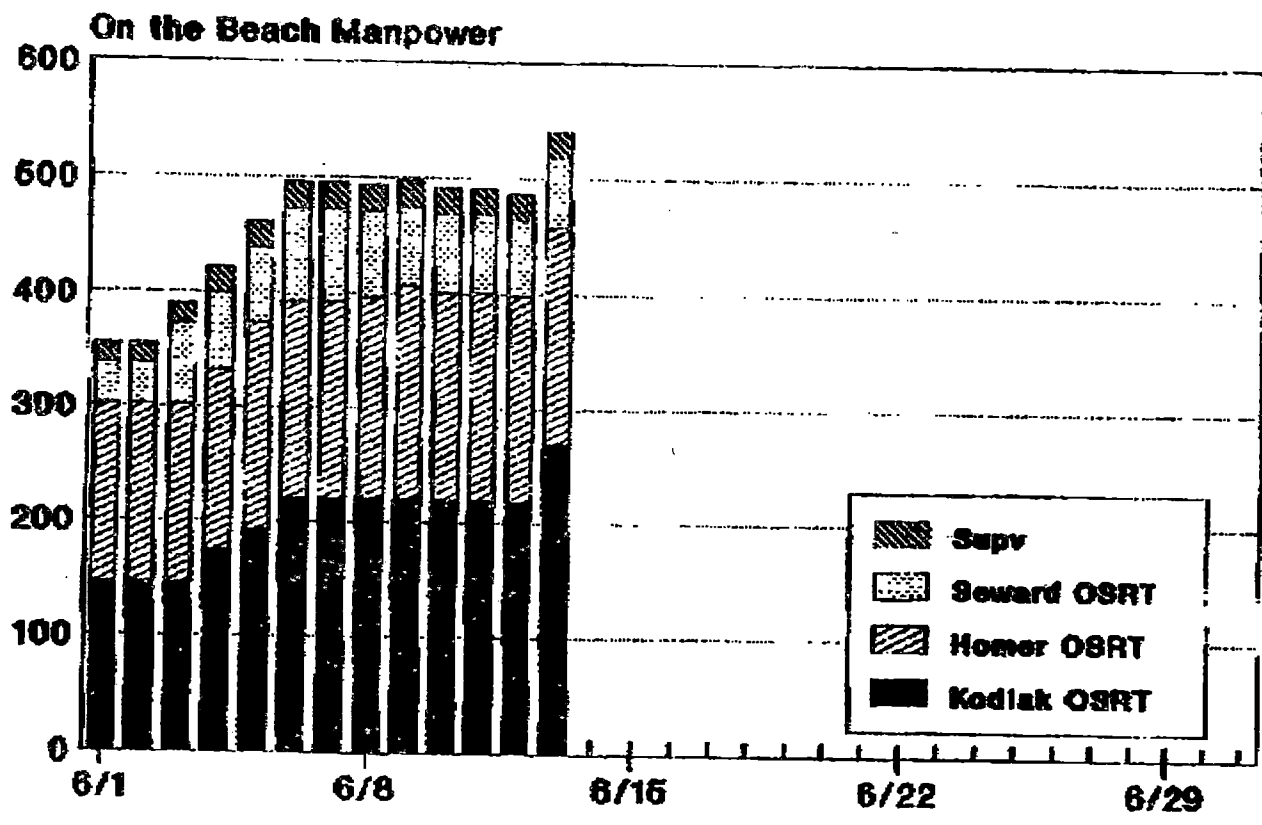
P. 11

TO SANDERS

06/14/1989 20:36 FROM EX-101 LSA

GOA Manpower Buildup

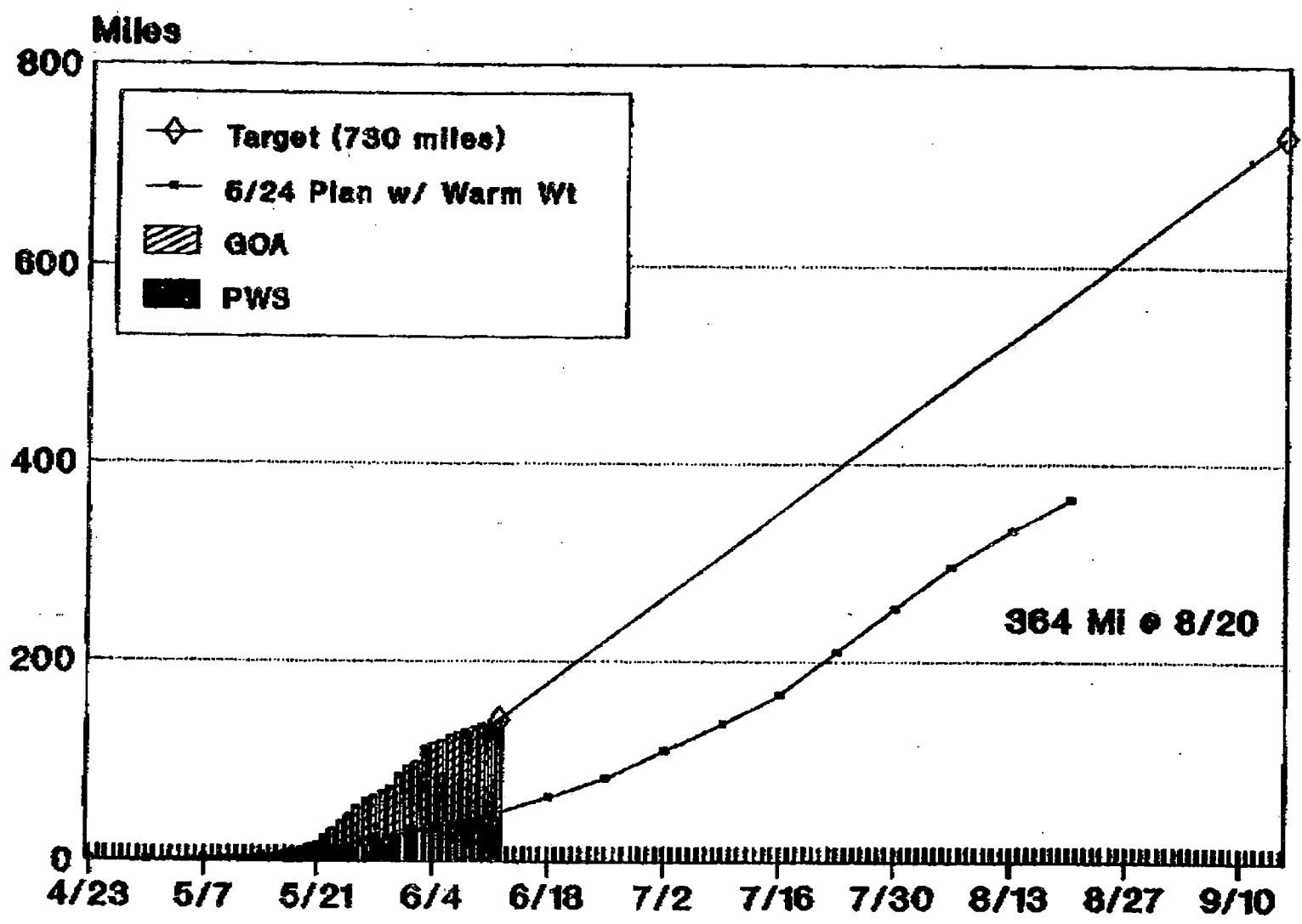
Progress through June 13



06.16.89 03:04PM *OST TRANSPORTATION

POS

SHORELINE CLEANUP THRU 6/12



F.29

TO SANDERS

06/14/1985 20:35 FROM EXXON LSP

