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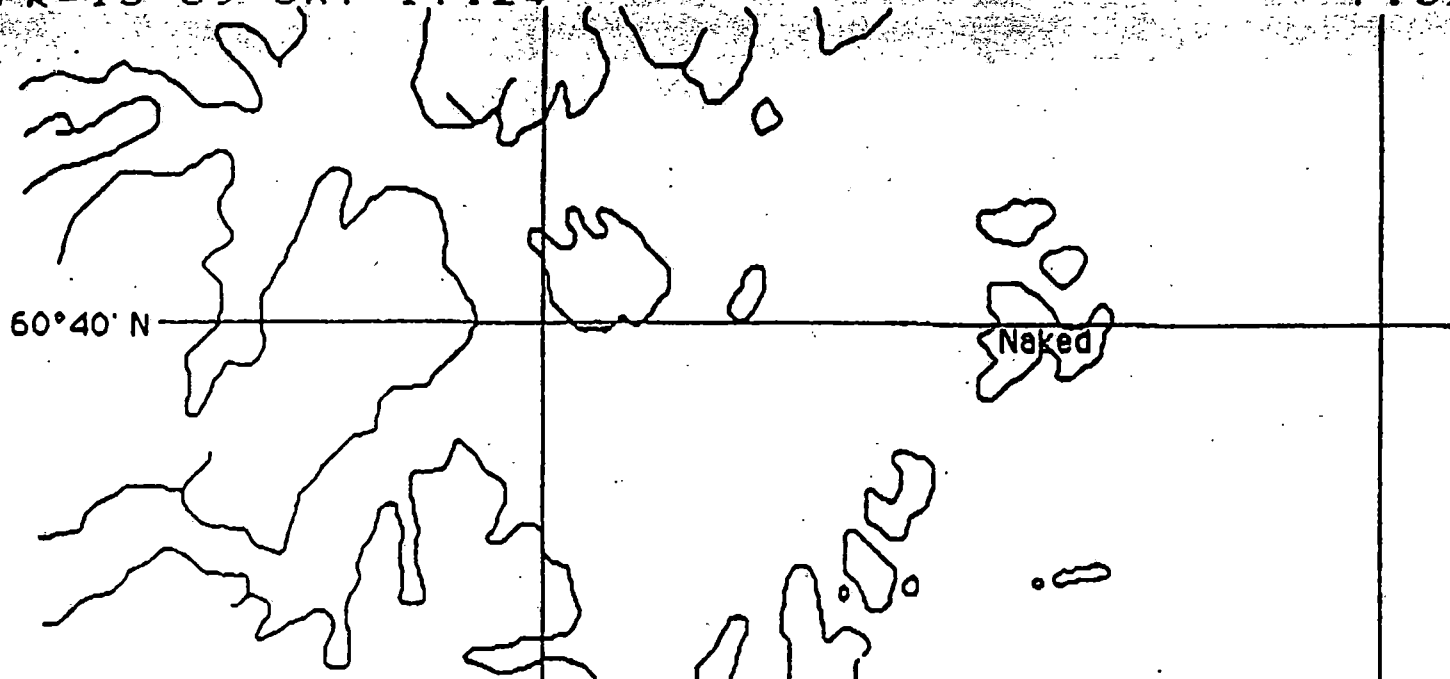
Folder Title:
Oil Spills (1989) [5]

Stack:	Row:	Section:	Shelf:	Position:
G	15	25	3	1

F O R: SECRETARY OF TRANSPORTATION S K I N N E R

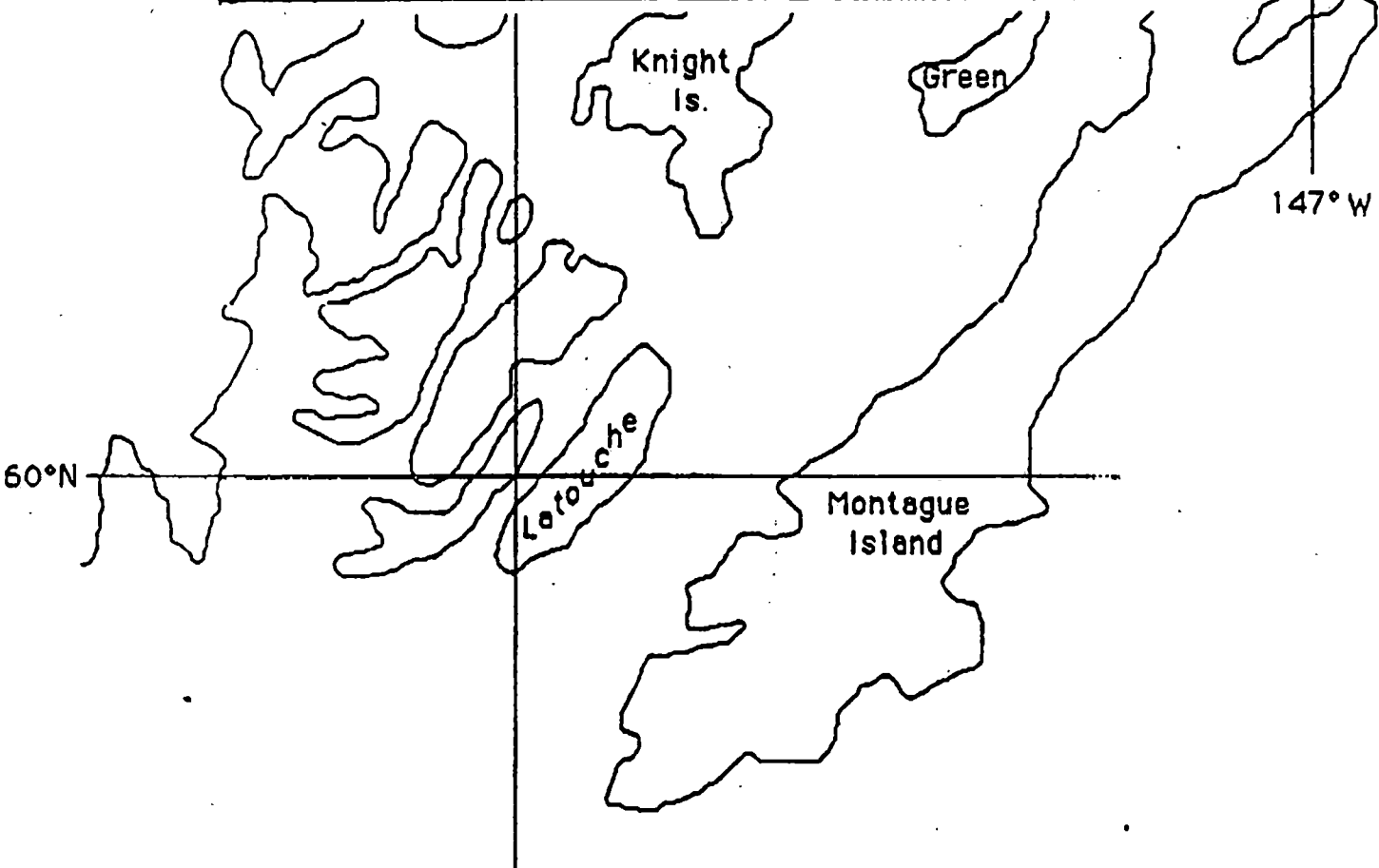
F R O M: ADMIRAL P A U L Y O S T
C O M M A N D A N T U. S. C O A S T G U A R D

NO PLAN FOR CLEAN-UP "OFF THE WATER"



EXON
Shoreline Clean-Up Execution Plan

60° 20' N



148° W

APRIL 15, 1989

EXXON
SHORELINE CLEAN-UP EXECUTION PLAN

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MOVEMENT OF PLAN
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- SECTION E: PRODUCTIVITY BASIS & FACTORS
- SECTION F: PROJECT TIMELINE
- SECTION G: SUMMARY

EXXON
SHORELINE CLEAN-UP EXECUTION PLAN

SECTION A: PLANNING & EXECUTION HISTORY

- * Initial manpower and equipment deployed to protect environmentally sensitive areas. March 28 - 30 protected Escmany Bay, Main Bay, Esther Bay and Sawmill Bay.
- * Shoreline Priority Committee established April 2, 1989 with regulatory agencies and local conservation groups.
- * Test conducted on Eleanor Island using water flushing technique on April 7, 1989.
- * Started significantly adding manpower and procurement of major equipment on April 6, 1989 in anticipation of approval of shoreline cleaning technique.
- * Shoreline Committee approval attained for additional testing in Naked Island complex on April 8, 1989.
- * Shoreline manpower reached 200+ persons by April 10, 1989.
- * Approval attained for additional testing on Smith Island on April 14, 1989.

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SHORELINE CLEAN-UP EXECUTION PLAN

SECTION B: KEY ASSUMPTIONS FOR FORWARD MOVEMENT OF PLAN

- * **Permitting:** Permits for future shoreline clean-up operations are received from all involved agencies in a timely manner - no delays.
- * **Clean-up Scope:**
 - No additional oiling/re-oiling will occur.
 - Total area to clean is defined from 4/13/89 ADEC maps plus Exxon estimation of Southern areas not yet mapped by ADEC.
 - Average width of stained beach is 30 feet.
 - Acceptable level of cleaning of beaches is achieved by low pressure, cold water flush/float (maximum 3 passes/area).
 - Rock faces that cannot be treated with flush/float technique will be treated with warm water.
 - Clean-up operations are conducted within the environmental windows established by agency committees/NOAA.
 - Base plan assumes only low pressure cold water flushing for cleaning of beaches. Alternate plan projects significant productivity increases with warm water and increased pressure.
 - Productivity estimates based on limited duration, small scale tests on one beach type.
- * **Downtime/ Other Constraints:**
 - Weather related inside PWS: Apr 10%, May 20%, Jun 5%, Jul 5%, Aug 20%, Sep (1st half) 10%, Sep (2nd half) & Oct 80%.
 - Mechanical: 15%
 - Weather related outside PWS: Downtime factors not determined
 - Onshore work can be conducted during low tide only (6-10 hours per day).
 - Smaller components required for clean-up vessels (hoses, pumps, etc.) readily available off shelf and will not cause delays.
 - Preventive and normal maintenance work, and minor repairs to clean-up equipment can be achieved during high tide, weather downtime.
 - No additional productivity/downtime delays are encountered due to interference between onshore/offshore operations, logistics or waste disposal.
- * **Resources:** Number, mix, and productivity of clean-up units are achieved as currently projected.

VALDEZ OIL SPILL

April 14, 1989

	Estimated Volume KB -----	% ---
INITIAL SPILL	240	100
EVAPORATED	84	35
BIODEGRADED	12	5
DISPERSED, NATURAL & CHEMICAL	12	5
OPEN WATER - PWS	30	12
- GULF	40	18
SHORELINE - PWS	30	12
- GULF	10	4
RECOVERED	22	9

EXXON SHORELINE CLEAN-UP EXECUTION PLAN
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SECTION C: SCOPE OF EFFORT

SHORELINE	IMPACTED SHORE *	% OPEN SHORE	TOTAL SHORELINE TO BE CLEANED*	SHORELINE MILES BY OIL CONTENT *		
				HVY	MOD	LGT
ADEC DATA:						
Naked Island	9.7	17	8.1	4.1		4.0
Ingot Island	15.1	5	14.4	1.5	7.1	5.8
Ingot Satellite NNW	1.1	25	0.9		.3	.6
Smith Island	9.4	0	9.4	7.5	1.0	0.9
Latouche Island	31.0	25	23.2	4.6	11.6	7.0
Green Island	13.6	5	12.9	3.9	3.9	5.1
Chenega Island	12.7	38	8.0	2.4	1.6	4.0
Eleanor Island	28.9	13	25.3	12.7	5.1	7.5
Knight Is. Top 1/4	8.5	5	8.1	.8	4.9	2.4
Knight Is. Mid 1/4	42.5	20	34.0	6.8	10.2	17.0
Knight Is. Lower 1/4	4.3	25	3.2		3.2	
Knight Is. Bottom 1/4	31.2	35	20.3	8.1	6.1	6.1
Flemming Island	0.5	45	0.3			0.3
Point Nowell	6.9	45	3.8		1.9	1.9
Point Evans	8.7	15	7.2		5.0	2.2
Bainbridge Point	0.5	40	0.3			0.3
ADEC SUBTOTAL	224.6		179.4	52.4	61.9	65.1
EXXON ESTIMATED:						
Montague Island	15.0	20	12.0			12.0
Elrington Island	20.0	20	16.0	1.6	6.4	8.0
Evans Island	36.0	20	28.8		17.3	11.5
Bainbridge Island	10.0	20	8.0			8.0
Contingency	60.8		60.8			60.8
EXXON SUBTOTAL	141.8		125.6	1.6	23.7	100.3
TOTAL PRINCE WILLIAM SOUND	366.4		305.0	54.0	85.6	165.4

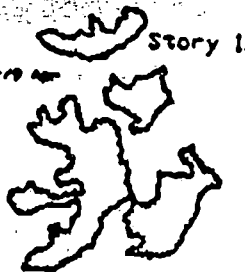
FOOTNOTE:

1. Based on estimated volume of oil on PWS shoreline and number of miles, oil to be cleaned-up amounts to an average of 100 bbls per mile (Range 30-300 bbls per mile).

* Nautical Miles

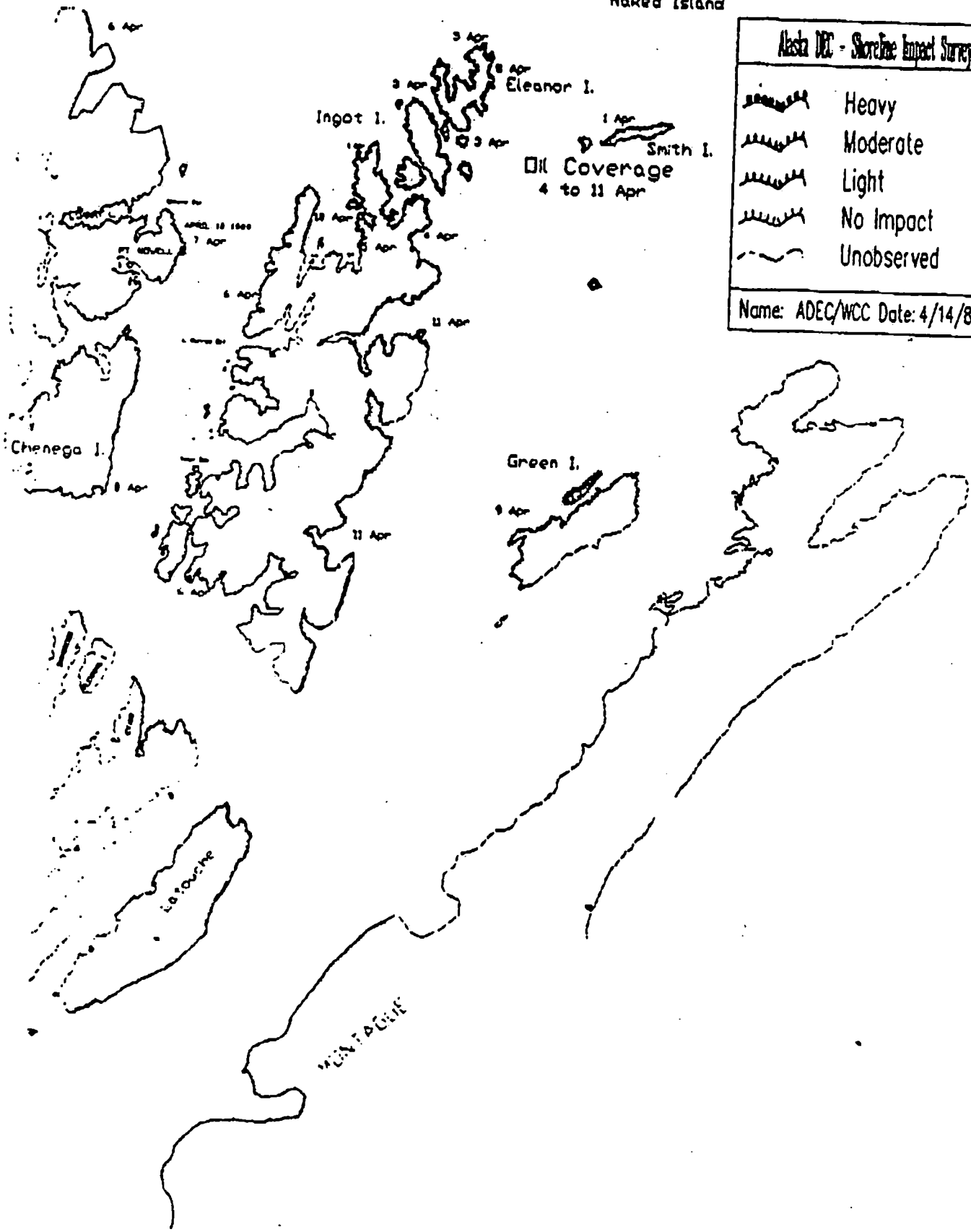
Dil. Coverage

1 Apr - 9 Apr 1989



Naked Island

Alaska DEC - Shoreline Impact Surveys	
	Heavy
	Moderate
	Light
	No Impact
	Unobserved
Name: ADEC/WCC Date: 4/14/89	



<p>EXXON</p> <p>SHORELINE CLEAN-UP EXECUTION PLAN</p>

SECTION D: CLEAN-UP TECHNIQUES & RESOURCES

FLUSH/FLOAT TECHNIQUES

Method A

-
- * Cold water wash (beaches)
 - * Warm water on rock faces
 - * Low pressure (< 50 psi)
 - * Boom containment
 - * Skimmer & physical removal
 - * Disposal

Method B

-
- * Warm water wash (110 F)
 - * High pressure (>100 psi)
 - * Boom Containment
 - * Skimmer & physical removal
 - * Disposal

EQUIPMENT & MANPOWER

Landing Craft Vessel (1)

-
- | | |
|--|---|
| <ul style="list-style-type: none"> * 40 ft. Landing Craft Vessel * 2 Work Boats; Crew boat * Shared berthing ship * 500 ft. boom * 3 Skimmers | <ul style="list-style-type: none"> * 6 Pumps * 440 ft. hose * 60' perforated pipe * 2 - 2 KW generators * Heater * 25 Person crew |
|--|---|

Barge Unit (1)

-
- | | |
|--|---|
| <ul style="list-style-type: none"> * Barge (min 60'x150') * Mudcat pumping barge * 2 Work boats * Tug; 2 landing craft * Shared/dedicated berthing ship * 11,000 ft. boom * 6 Skimmer heads | <ul style="list-style-type: none"> * Pumps - 8 @2", 4 @6", 4 @4", 4 @3" * 4 Pressure pumps * 500 ft plastic header pipe * 150 KW generator * Heater * Crew trailer; sea van * 30 Ton hydraulic crane * 50 Person crew |
|--|---|

(1) See Attachment 1 for schematic.

EXXON
SHORELINE CLEAN-UP EXECUTION PLAN

SECTION E: PRODUCTIVITY BASIS & FACTORS

CLEAN-UP TECHNIQUE	PRODUCTION RATE(yds/day)		
	LIGHT	MODERATE	HEAVY
COLD FLUSH/FLOAT (1)-Landing Craft Vessel (LCV)	100	66	50
COLD FLUSH/FLOAT (1)- Barge Unit	400	267	200
WARM FLUSH/FLOAT - Landing Craft Vessel (LCV)	200	133	100
WARM FLUSH/FLOAT - Barge Unit	600	400	300
WASH/VACUUM	10.0	6.0	5.0
WIPE	1.0	0.6	0.5

WEATHER DOWNTIME FACTORS (2)

APRIL	10 %
MAY	20 %
JUNE	5 %
JULY	5 %
AUGUST	20 %
SEPTEMBER - 1st half	10 %
SEPTEMBER - 2nd half	80 %

PRODUCTIVITY INCREASE FACTORS

APRIL	1.00
MAY	1.05
JUNE	1.10
JULY	1.10
AUGUST	1.10
SEPTEMBER	1.10

FOOTNOTES

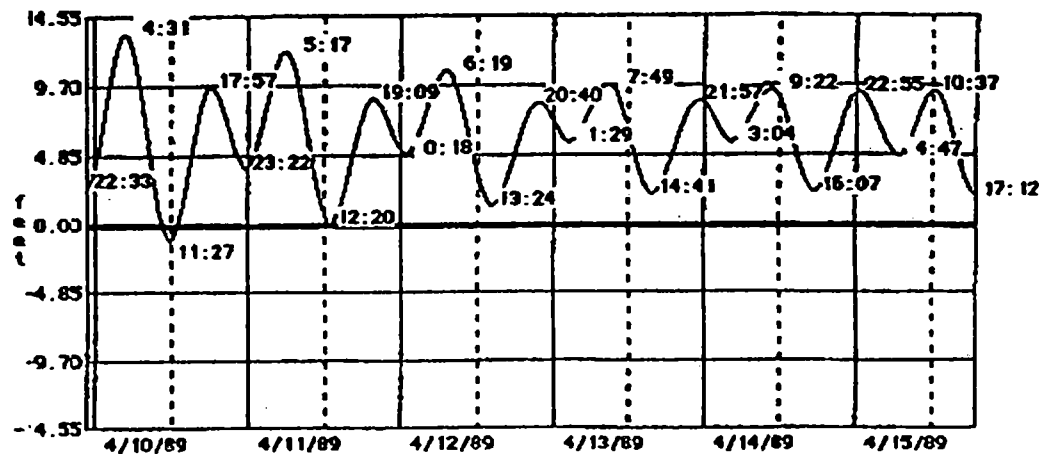
-
- (1) Warm water used on rock faces
 - (2) Weather downtime due to high wind.

CLIMATIC IMPACTS

	<u>April</u> <u>2nd Half</u>	<u>May</u>	<u>June</u>	<u>July</u>	<u>August</u>	<u>Sept</u> <u>1st Half</u>	<u>2nd Half</u>
Total Weather Downtime, % (% of Days When No Work Accomplished)	10	20	5	5	20	10	80
Sunlight Hours	16	18	20	20	18	16	15

- Typical based on information obtained from locals with knowledge of offshore weather patterns over 10+ years.
- Downtime caused by high wind/williwaws - limited impact from fog/drizzle/rain.
- Storm season commences mid September - snow season commences in November.
- Diurnal tides limit number of hours when clean up activities can be done effectively.

Applegate Plot



Start Time: SU 4/09/89 @ 22:33
End Time: SA 4/15/89 @ 17:12



4/12/89

APR-15-89 SAT 17:50

REVISED DRAFT Time Periods When Clean-up Operations Can Occur in Regions In Which Various Oil Sensitive Species Inhabit in Spring and Summer

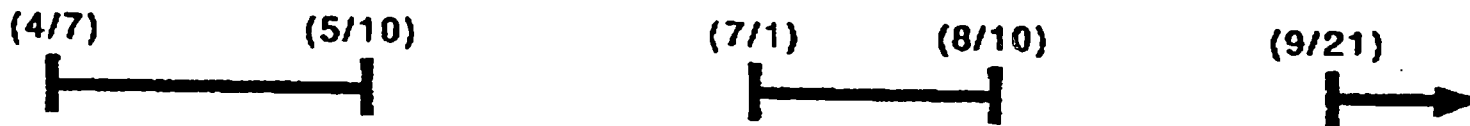
MONTH April May June July August Sept.

RESOURCE

Pink Salmon
(includes remote
release areas)

No cleanup operations will occur in the intertidal areas of anadromous streams.

Pinnipeds
(includes harbor seals
and Stellar Sea Lions)



Waterfowl



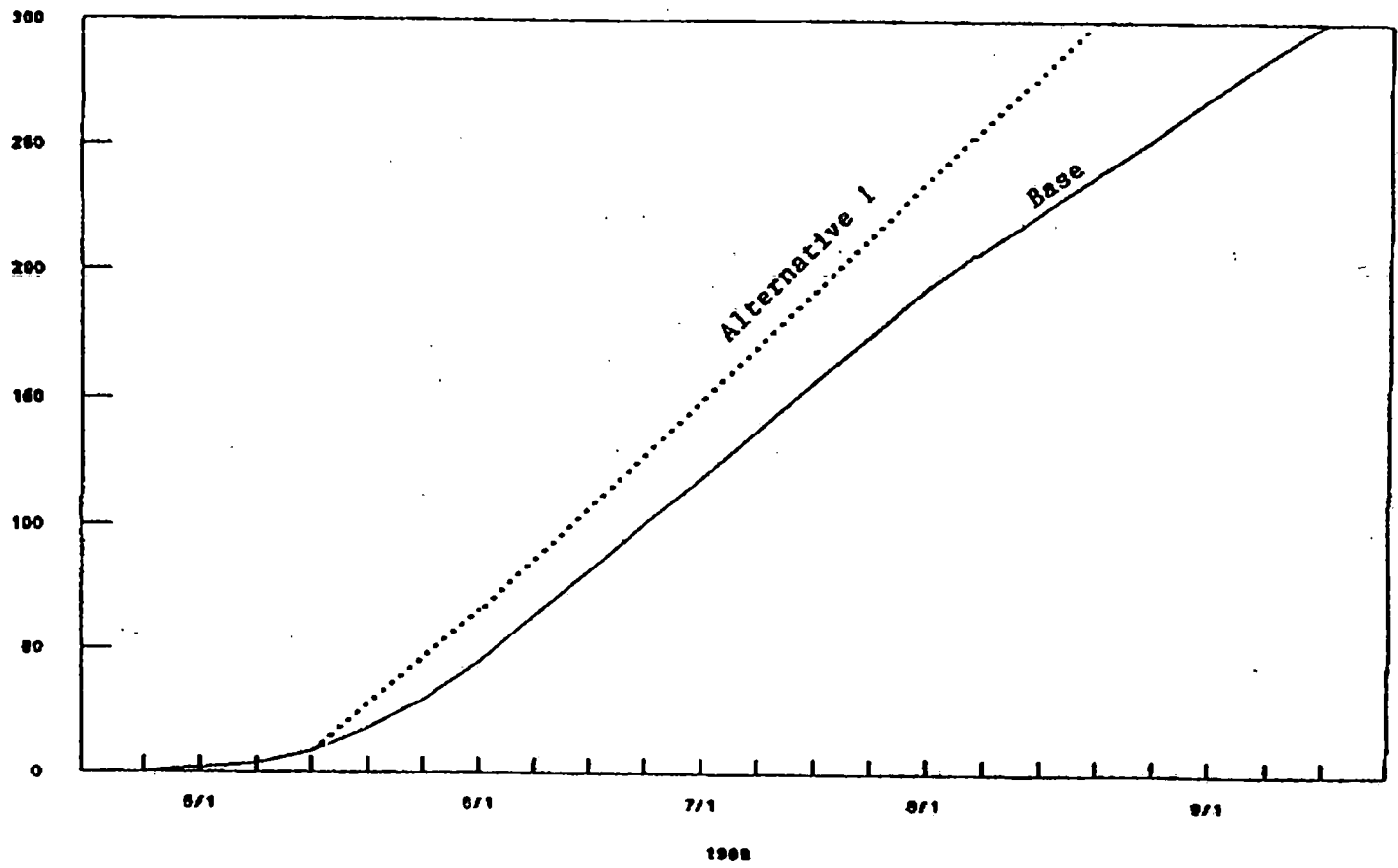
Herring



**Shoreline Clean-Up Execution Plan
for
VALDEZ OIL SPILL**

SECTION F: PROJECT TIMELINE

Nautical Miles Cleaned



- Base** _____
- Cold Flush
 - Low Pressure
 - Peak at 11 Barge Units
 - Peak at 28 LCV's

- Alternative 1**
- Warm Flush
 - Higher Pressure
 - Peak at 7 Barge Units
 - Peak at 28 LCV's

APR-15-89 SAT 17:21 P. 12

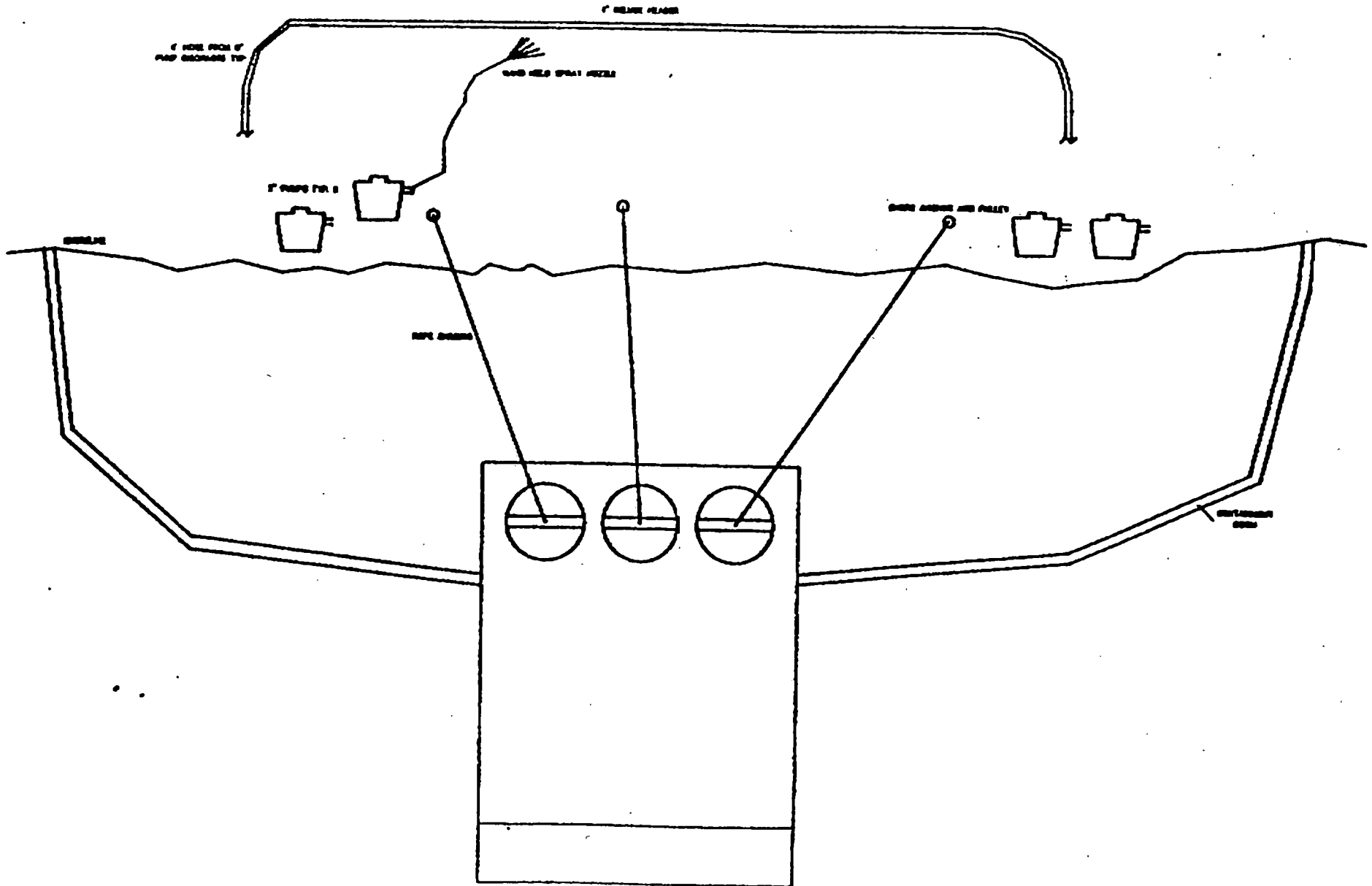
EXXON

SHORELINE CLEAN-UP EXECUTION PLAN

SECTION G: SUMMARY

- * As a result of work performed to date on priorities, procedures, and procurement, we have now progressed to a plan that defines the scope of the effort.
- * A scoping plan has been developed to clean-up approximately 300 miles of oil stained shoreline within Prince William Sound by September 15, 1989.
- * This plan indicates that direct shoreline clean-up resources will peak at approximately 4000 people, 11 barge units & 28 LCV units, 150 utility vessels, and 6 Wash/vacuum units.
- * Exxon's contractor advises that sufficient numbers of Alaskans have applied to cover total manpower requirements
- * Market surveys have indicated that more than sufficient numbers of vessels are available to support this plan. A large percentage of the smaller vessels will be locally owned and operated.
- * An integrated & cooperative effort will be required between Exxon, contractors, government entities, and environmental agencies to successfully execute the clean-up effort.
- * Maximum use of residents with local knowledge of water and weather condition will be required to ensure plan is executed in an efficient and safe manner.
- * Exxon will continue to analyze alternative cleaning techniques to increase productivity.
- * Exxon will expand this scoping plan into a detailed shoreline execution plan.

40' LCV FLUSH/FLOAT SYSTEM



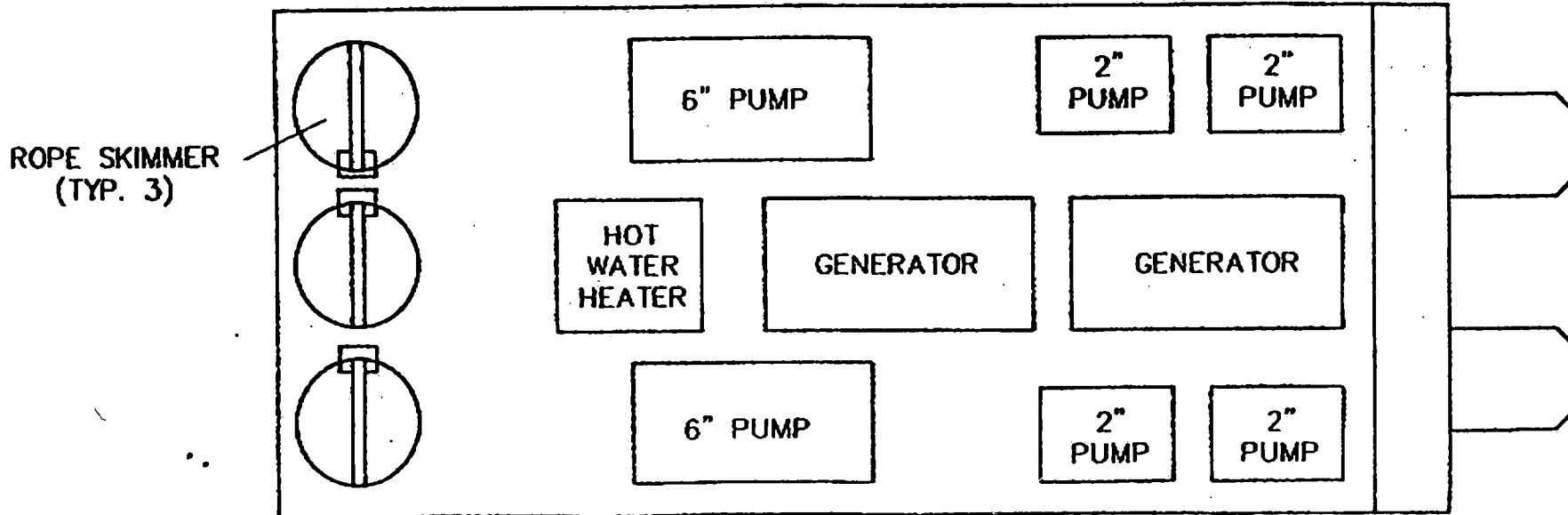
APR-15-89 SAT 17:52

DPR-15-89 SAT 17:00

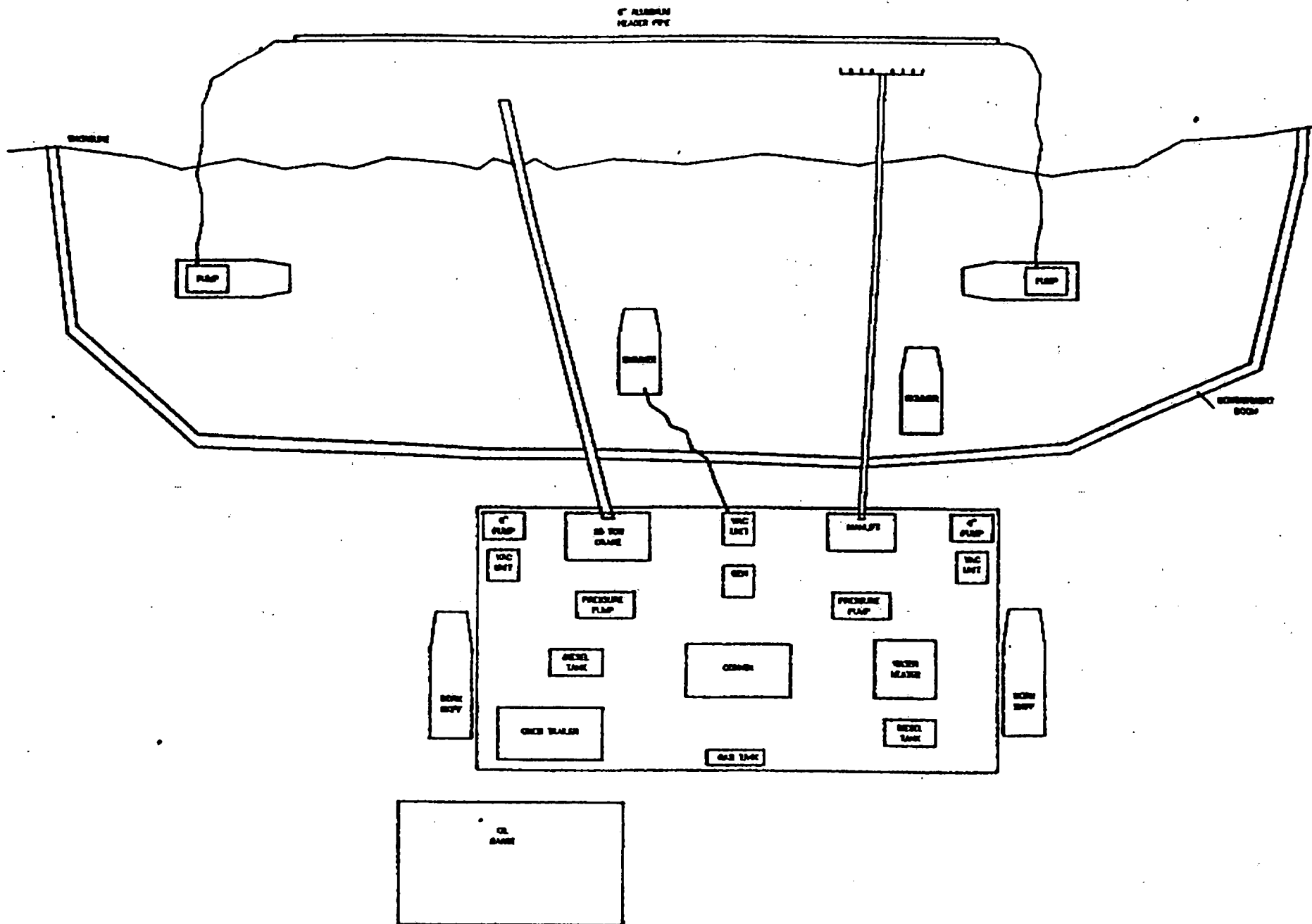
40' LCV EQUIPMENT LAYOUT

EQUIPMENT

2 ea SKIFFS	100' 4" H.P. HOSE-DISCHARGE	BOAT - 6 MEN
500' BOOM-FLOATING	200' 2" H.P. HOSE-DISCHARGE	MECHANICAL - 1 MAN
3 ea SKIMMERS-ROPE MOP TYPE	60' 6" SUCTION HOSE	LABORERS - 15 MEN
4 ea 2" PUMPS	80' 2" SUCTION HOSE	FOREMAN - 1 MAN
2 ea 6" PUMPS	2 ea QUICK CONN. 6"x4" RED.	<u>LCV OPERATORS - 2 MEN</u>
1 ea CREW BOAT	2 ea 2 KW GENERATOR	25 TOTAL
1 ea HOT WATER HEATER	3 ea 55 GAL OIL CONT.	
60' 6" DELUGE PIPE	2 ea SEINERS	

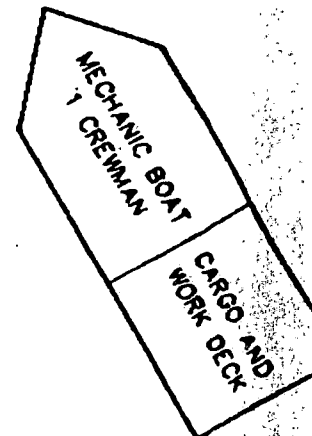
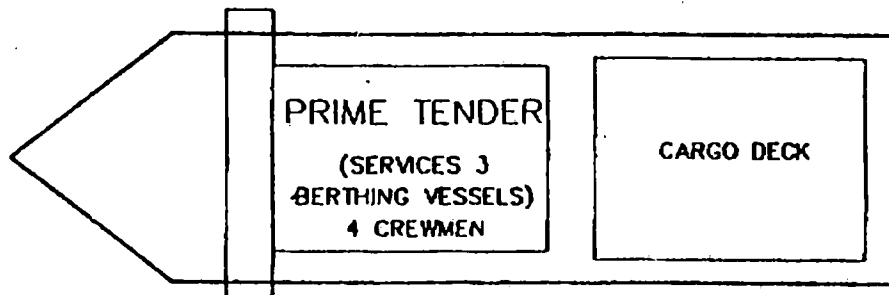
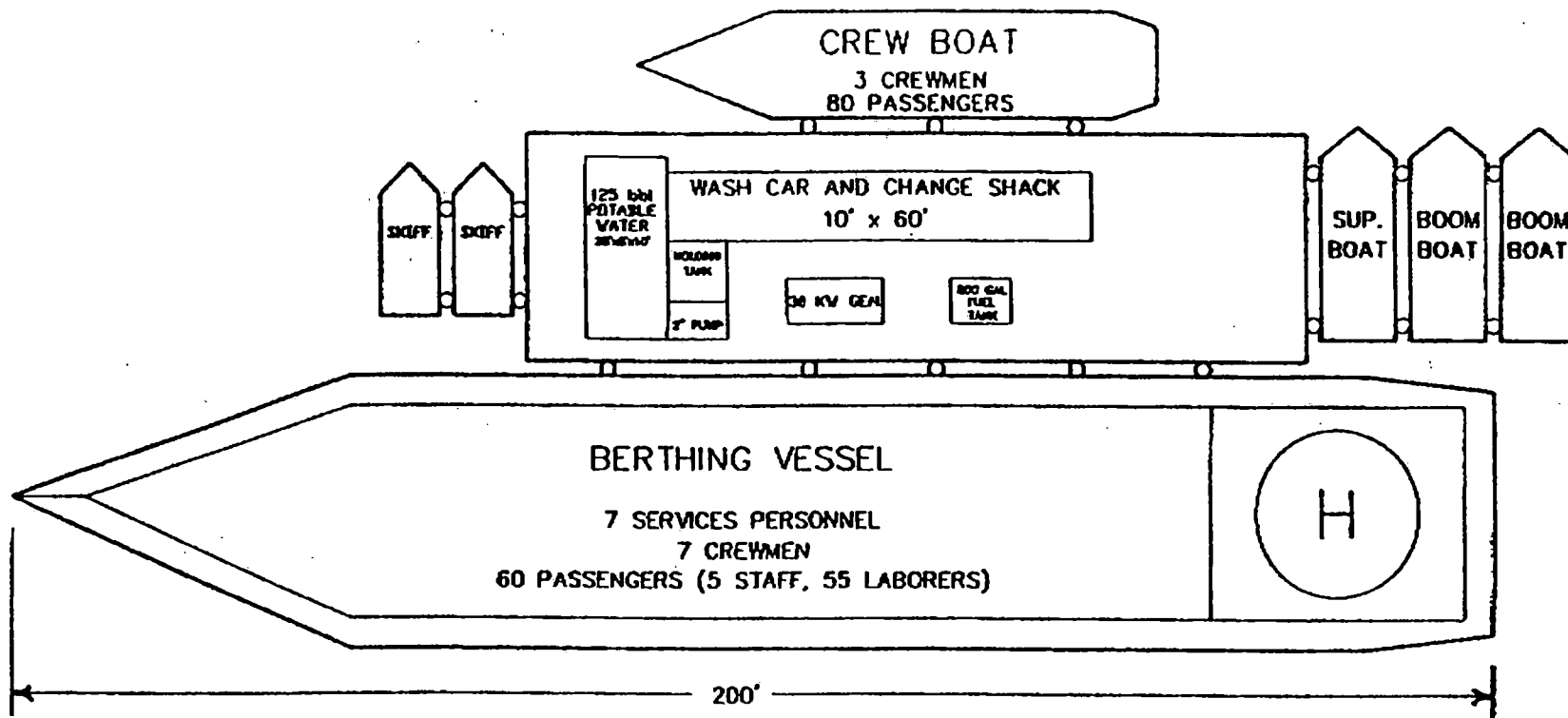


OIL RECOVERY BARGE SYSTEM



PART 1 OF 2

SAMPLE BERTHING COMPLEX



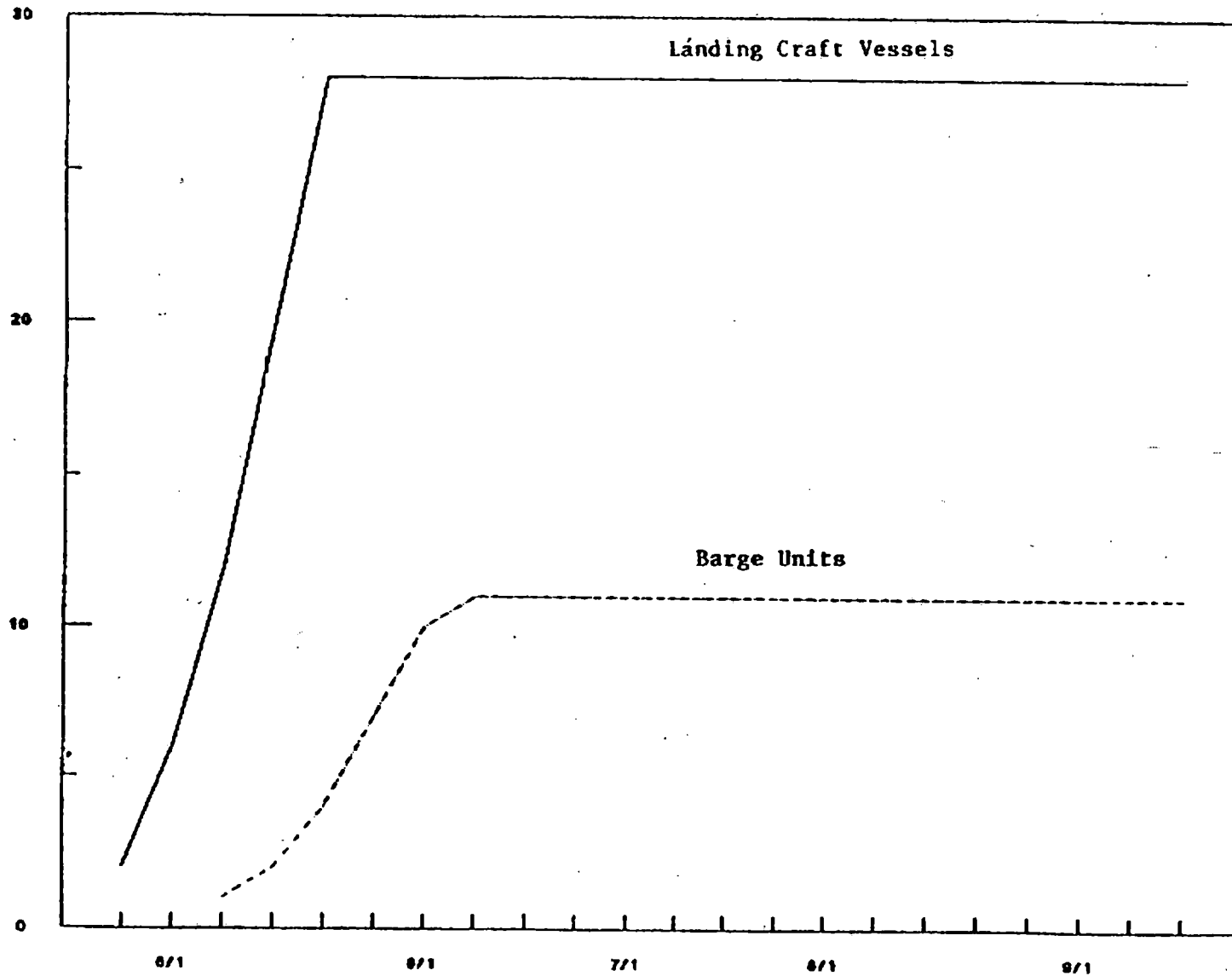
SHORELINE CLEAN-UP EXECUTION PLAN

BERTHING COMPLEX AVAILABILITY

AVAILABILITY DATE	NAME	TYPE	# BERTHS	CUM	CREW TAXI	SUPPORT VESSELS	EXP. BOAT	MEC. BOAT	SUPPLY TENDER
A. VESSELS UNDER CONTRACT									
4/16	P.N.W. EXP.	FLOTEL	60	60	3	3	1	1	0.2
4/16	GLACIER BAY EXP.	FLOTEL	70	130	2	2	1	1	0.2
4/16	CORINTHIAN	FLOTEL	110	240	2	2	1	1	0.2
4/16	COLUMBIA	FLOTEL	100	340	2	3	1	1	0.3
4/26	BERING TRADER	FLOTEL	300	640	5	9	1	1	1
5/10	CHENEGA BAY	CAMP(LAND)	50	690	2	2	1	1	0.2
5/14	HORSESHOE BAY	CAMP(LAND)	60	750	2	2	1	1	0.2
5/14	MCCLEOD HARBOR	CAMP(LAND)	60	810	2	2	1	1	0.2
B. VESSELS IDENTIFIED: AVAILABLE NEAR-TERM									
4/27		FLOTEL	70	880	2	3	1	1	0.3
5/1		FLOTEL	350	1230	6	9	1	1	1
5/3		FLOTEL	200	1430	5	6	1	1	0.6
5/6		FLOTEL	150	1580	3	4	1	1	0.5
5/14		FLOTEL	200	1780	5	6	1	1	0.6
C. ADDITIONAL RESOURCES IDENTIFIED and AVAILABLE									
5/14		FLOTEL	150		4	4	1	1	0.5
5/21		FLOTEL	200		5	6	1	1	0.6
5/30		FLOTEL	150		3	4	1	1	0.5

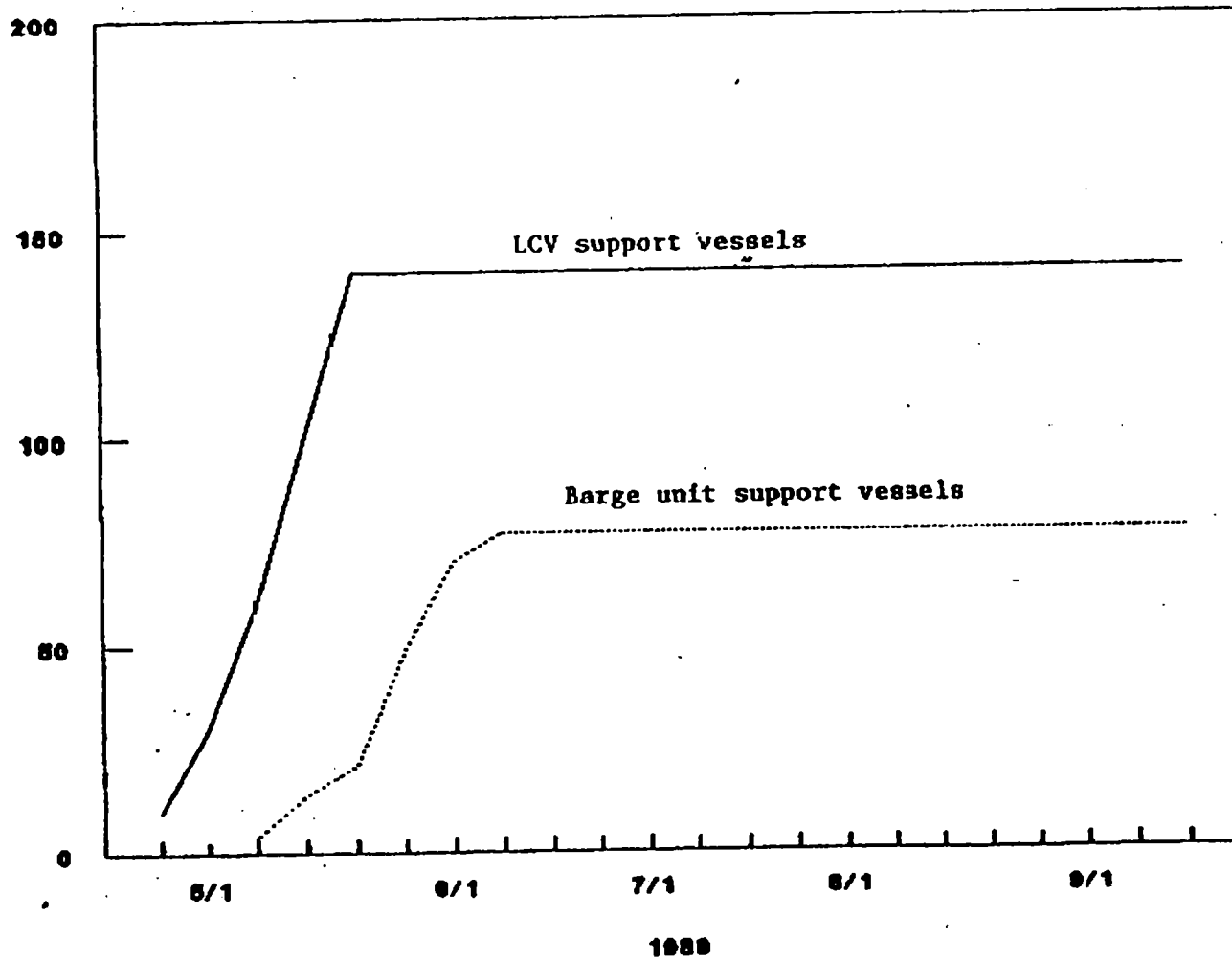
Shoreline Clean-Up
Clean-Up Vessel Build-Up

Number of Craft



Shoreline Clean-Up Utility Vessel Requirements

Utility Vessels



Excludes vessels included in berthing complex.

SHORELINE CLEAN-UP EXECUTION PLAN

RESOURCE and VESSEL RAMP-UP

	<u>4/9</u>	<u>4/16</u>	<u>4/23</u>	<u>4/30</u>	<u>5/7</u>	<u>5/14</u>	<u>5/21</u>	<u>5/28</u>	<u>PEAK @ 6/11/89</u>	
A. LCV			2	6	12	20	28	28		
B. BARGE			0	0	0	1	3	6		
C. MANPOWER POSITIONS									POSITIONS	TOTAL MANPWR
- DIRECT	160	200	200	200	300	550	850	1000	1250	2500 (1)
- SUPPORT	40	50	200	200	300	540	680	780	1000	1500 (2)
- TOTAL	200	250	400	400	600	1090	1530	1780	2250	4000 (3)


FOOTNOTES:

1. ASSUMES SHIFTS @ 2 WKS ON/ 2 WKS OFF.
2. ASSUME SHIFTS @ 2 WKS ON/ 1 WK OFF.
3. EXXON'S LOCAL CONTRACTOR ADVISED THAT SUFFICIENT NUMBER OF ALASKANS HAVE APPLIED TO MORE THAN COVER COVER TOTAL MANPOWER REQUIRED.

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P. 22

DIRECTOR OF



MILITARY SUPPORT

DOMS JOINT TASK FORCE

DEPARTMENT OF THE ARMY
 DEPARTMENT OF THE NAVY
 DEPARTMENT OF THE AIR FORCE
 JOINT STAFF
 UNITED STATES COAST GUARD

FACSIMILE HEADER SHEET

FROM DOMS JTF (Pentagon)
 OFFICE AOC TELEPHONE 697-0220
 TO Sec of Trans
 OFFICE _____ TELEPHONE 3956

THIS TRANSMISSIONS CONSISTS OF 58 PAGES PLUS THIS HEADER

MESSAGE

furnish copy to "Dep Sec of Def"

HEADQUARTERS JOINT TASK FORCE
ELMENDORF AIR FORCE BASE



VALDEZ

TASK FORCE COMMUNICATIONS

TEAM CHIEF	AV 225-0585/2298
TEAM ADMIN	AV 225-2275/0924
FAX	AV 223-3521

ALTERNATE COMMUNICATIONS
THROUGH AOC AV 2270218

JG 17

LK - LIST OF OPTIONS ON LIABILITY:



DIRECTOR OF
MILITARY SUPPORT

DEPARTMENT OF THE ARMY
OFFICE OF THE SECRETARY OF THE ARMY
WASHINGTON, D.C. 20310



17 APR 1999

MEMORANDUM FOR SECRETARY OF DEFENSE
SECRETARY OF THE ARMY

SUBJECT: Alaska Oil Spill Cleanup Support--INFORMATION
MEMORANDUM NUMBER 7

1. Today is E+11.
2. Ongoing support.
 - a. National Guard assets committed are as shown at Enclosure 1.
 - b. US Navy assets on station in the spill area are shown at Enclosure 2.
 - c. No USAF support missions were flown 14-16 April. One C-141 is scheduled to transport a communications van and three pumps from Houston to Elmendorf AFB on 17 April. A recapitulation of USAF mission support is at Enclosure 3.
3. Significant Department of Defense activities.
 - a. RADM (L.H.) Edward B. Baker, Commander, Amphibious Group Three in San Diego, was designated Deputy Commander, JTF Alaska Oil Spill. He will arrive in Valdez 18 April to assume duty as deputy.
 - b. USS FORT MCHENRY and USS JUNEAU have been directed to sail to Valdez, AK, to support Alaska Oil Spill JTF operations. Copies of the DOMS JTF request message and the USCINCPAC deployment order are at Enclosure 4. Both ships will sail at 1700 EDT, 18 April, from their home base in San Diego, CA, and arrive on 23 April. Information on the "Whidbey Island" class dock landing ship FORT MCHENRY (LSD-43) is at Enclosure 5. Information on the "Austin" class amphibious transport dock JUNEAU (LPD-10) is at Enclosure 6. The vessels will provide communications, medical, laundry, housing, dining, and sleeping facilities. In addition to maximum provisions, the ships are presently being loaded with the following items:

DAMO-OD

SUBJECT: Alaska Oil Spill Cleanup Support--INFORMATION
MEMORANDUM NUMBER 7

(1) Two CH-46 logistical helicopters with flight and ground crews from Marine Corps Air Station Tustin, Santa Ana, CA. A picture of the CH-46 is at Enclosure 7.

(2) One tactical air control detachment from Marine Corps Air Station Tustin.

(3) Two LCM-8 (medium landing craft) (see Enclosure 7).

(4) Six LCM-6 (medium landing craft) (see Enclosure 7).

(5) Five Dracone oil storage bladders.

(6) One augmented medical team (2 doctors, 2 dentists) with support equipment.

(7) Two sewage containment barges (to contain ship sewage).

c. The U.S. Army Corps of Engineers dredge YAQUINA is enroute from Portland, OR, to Valdez, AK, and will arrive 17 April. As of 1804 EDT, 16 April, the vessel was in the Chatham Strait; a map showing this location is at Enclosure 8. Upon arrival, the YAQUINA will be used in skimming operations, either for collecting large concentrations of oil in open water or providing logistical support (berthing, feeding, fueling, and limited maintenance) to smaller skimmers.

d. The U.S. Army Corps of Engineers dredge ESSAYONS departed Astoria, OR, at 0530 hours EDT, 17 April, enroute to Prince William Sound and will arrive 20 April.

e. 6th Infantry Division (Light) deployed 2 UH-1H and 2 CH-47 helicopters to Ft Richardson on 15 April to supplement the UH-60 Blackhawk helicopters requested by JTF-Alaska. These helicopters will perform MEDEVAC operations as requested by the Coast Guard. The 6th Division is also providing 1 UH-1 helicopter for four days to support aerial reconnaissance of oil movements.

f. On 14 April, a videoteleconference took place at 1400 hours EDT between Mr. Marsh, Secretary of the Army, in the Pentagon and Lt Gen McInerney, Commander, JTF Alaska, at Elmendorf AFB. During the teleconference, Lt Gen McInerney provided a situation update and his assessment of DOD support to

DAMO-OD

SUBJECT: Alaska Oil Spill Cleanup Support--INFORMATION
MEMORANDUM NUMBER 7

the cleanup effort. This is the first time the videoteleconference capability has been used for coordination between the Pentagon and an ongoing operation in the field.

g. Two Washington State congressmen, Norman Dicks, and John Miller, arrived in Alaska on 14 April. On 15 April they met with Lt Gen McInerney and received a staff briefing on DOD participation in the oil spill cleanup effort. They then went to Valdez where they met Exxon representatives and local fishermen. They departed Alaska on 15 April.

h. Mr. Shannon, Assistant Secretary of the Army for Installations and Logistics, arrived in the spill area on 15 April accompanied by Mr. Addington, Special Assistant to the Secretary of Defense. The DOD assessment team briefed Mr. Shannon and Mr. Addington on the team's findings and recommendations. They also were briefed by Lt Gen McInerney and the JTF Alaska staff. Following further early morning briefings on 16 April, they returned to Washington D.C.

i. The DOD assessment team completed its evaluation and conducted final briefings in Alaska with Lt Gen McInerney and Mr. Shannon. Team members separated on 16 April to return to their duty stations. The team's findings will be briefed throughout the week of 16 April in Washington D.C. to senior federal government leaders for evaluation and action. Some recommendations have already been implemented. Issues still under consideration include: additional living barges for Exxon-hired personnel; use of high pressure hot water system for oil removal; additional staffing requirements; aviation support requirements; contracting support; and the role and function of the Exxon Command Center.

j. A computer-supported electronic mail system is being emplaced to link Alaska Oil Spill JTF with the DOMS JTF.

k. JTF Situation Report (SITREP) 006, 007, and 008 are at Enclosure 9.

4. Situation update.

a. The 17 April weather forecast for the Prince William Sound vicinity calls for easterly winds at 10 to 15 knots. There

DAMO-OD

SUBJECT: Alaska Oil Spill Cleanup Support--INFORMATION
MEMORANDUM NUMBER 7

will be patchy clouds with a broken ceiling of 1,000 feet. Light rain and fog are predicted and temperatures should range between 32 and 40 degrees Fahrenheit. Seas will be at 3 to 4 feet throughout the day,

b. The National Park Service reported that oil had reached Katmai National Park 250 miles southwest from where the Exxon Valdez went aground. About 100 miles of shoreline were contaminated. A map showing the approximate extent of contamination is at Enclosure 10.

c. The Russian skimmer VAYDAGURSKY will arrive in the oil spill area on 20 April, to assist cleanup efforts.

d. The EPA is holding a seminar on 17 April in Arlington, to review oil spill bioremediation, addressing possible approaches to removing oil contamination by biological treatment. Leaders in the field from both the national and international community will attend.

e. At the direction of ADM Yost, Exxon produced a written plan detailing how the corporation intends to clean up the contaminated Alaskan shoreline. The plan was submitted on 15 April to ADM Yost who is withholding comment and approval pending evaluation of the plan.

f. Copies of the USCG Command Center Incident Memo for 14-16 April are at Enclosure 11.

5. Public affairs.

a. Weekend editions of Anchorage newspapers focused on Admiral Yost's comments about water-blasting oiled beaches, oil washing ashore at Katmai National Park, and the Exxon cleanup plan. CNN also carried the story after interviewing ADM Yost in Alaska. Coverage was also devoted to Mr. Shannon's 15 April announcement that DOD was dispatching two ships and helicopters to support the cleanup effort. Similar coverage occurred in the Washington Post for 16 April. Copies of these articles are at Enclosure 12.

b. United Press International wire service carried an story on 16 April described the emotionally charged situation in Valdez. A copy is provided at Enclosure 13.

DAMO-OD

SUBJECT: Alaska Oil Spill Cleanup Support--INFORMATION
MEMORANDUM NUMBER 7

c. Aviation Week magazine has expressed interest in doing a story on the UH-60 helicopters involved in the DOD effort. Federal Computer Weekly magazine is seeking to interview on the computer involvement in the DOD effort.

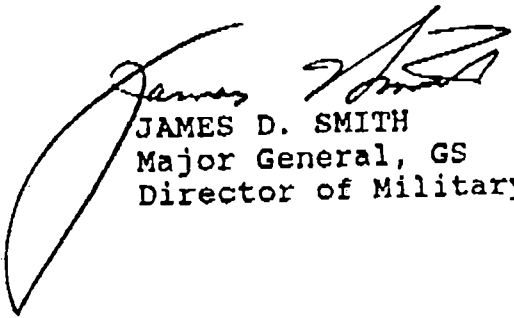
6. Requests for support.

a. Coast Guard requested JTF-Alaska assist in coordinating airlift support to transport three 4.5K Supervac pumping units and communications equipment from Houston, TX, to Alaska. USAF will carry out this mission on 17 April.

b. Three UH-60 Blackhawk helicopters requested by Alaska Oil Spill JTF will arrive at Elmendorf AFB on 19 April. These aircraft provide MEDEVAC support from Ft Richardson, AK. A copy of the tasking message is at Enclosure 14. FORSCOM has tasked 498th Med Co (AA), Ft Benning, to provide the support.

7. DOMS JTF remains operational on a 24-hour basis in the Army Operations Center (AOC). Telephone is (202) 695-0575/697-5064, AV 227-0575/5064. Facsimile is (202) 693-3521. Alternate communications is through AOC switchboard at (202) 697-0218, AV 227-0218.

14 Encl



JAMES D. SMITH
Major General, GS
Director of Military Support

DISTRIBUTION

Secretary of Transportation
Deputy Secretary of Defense
Secretary of the Navy
Secretary of the Air Force
Chairman, Joint Chiefs of Staff
Chief of Staff, Army

DAMO-OD

**SUBJECT: Alaska Oil Spill Cleanup Update--INFORMATION
MEMORANDUM NUMBER 7**

**Chief of Naval Operations
Chief of Staff, Air Force
Commandant of the Marine Corps
Commandant, United States Coast Guard
Administrator, Environmental Protection Agency
Assistant Secretary of Defense (Public Affairs)
Under Secretary of the Army
Assistant Secretary of the Army (Installations and Logistics)
Assistant Secretary of the Army (Financial Management)
Assistant Secretary of the Army (Civil Works)
Assistant Secretary of the Army (Manpower and Reserve Affairs)
General Counsel
Chief, Public Affairs
Chief, Legislative Liaison
Commander-in-Chief, US Forces Command
Commander-in-Chief, US Pacific Command
Commander-in-Chief, US Transportation Command
Commander, Alaskan Oil Spill Joint Task Force
Chief, National Guard Bureau
Commander, US Army Corps of Engineers
Deputy Director of Military Support (USAF)
White House Situation Room
National Military Command Center**

NATIONAL GUARD ASSETS COMMITTED

1. Equipment

2	Helicopters (CH-54)
1	Fixed wing aircraft (C-12)
1	1200 gallon fuel tanker
1	15-ton wrecker
1	Fire truck
2	Commercial utility cargo vehicles
3	1/2-ton trucks
1	Blazer
1	1 1/2-ton flat bed truck
1	Water trailer
2	9-passenger vans
1	Sedan
5	Radios
1	Computer system

2. Personnel

58	Army Guard
4	Naval Militia
<u>23</u>	Air Guard
85	

3. Support missions

- a. Communications
- b. Flight operations
- c. Fuel operations
- d. Public affairs
- e. Interagency coordination

US NAVY SUPPORT

1. Equipment

Vessel skimmers	20
Voss skimmers	2
Tow boats	10
Boom vans (2000')	11
Mooring systems	20
Shop vans	2
Rigging vans	2
Command vans	2
Cleaning vans	2
Inflatable boats	4
POL pump system	1

2. There currently are 94 Navy contractor personnel committed.

US AIR FORCE SUPPORT

The following is a recapitulation of the USAF flights to date.

TYPE SUPPORT

SORTIES	18
C5	15
C141	3
TONS FLOWN	987
HOURS FLOWN	139

PENTAGON
OPERATIONS DIRECTORATE

IMMEDIATE

ZYUW RUEADWD0003 1050225

O 142245Z APR 89

FM DOMS JTF WASHDC //

TO USCINCPAC HONOLULU HI//

INFO SECDEF WASHDC //

SECNAV WASHDC //

CJCS WASH DC//

CNO WASHINGTON DC

CMC WASHDC //

CINCPOR FT MCPHERSON GA//FCJ3-DC/FCJ3-D1//

CINTRANS SCOTT AFB IL//CC//

HQ DA WASHDC//SAIL/SAFM-BU/SAPA/SAIL/SAMR/SACW/

/SAGG/SAIS-PPP/DAMO-ODD/DALO-PLO/DALO-SMS/

/DALO-TST/DASG-HCO/DAJA-AL/DAPE-2X/DAMI/DAEN/

/DAMO-ODS-ADC/DALO-TSP/DAAR//

CDR TRADOC FT MONROE VA//STTG-P//

CDRAMC ALEX VA//AMCRE-PC//

CDRUSASIX SFRAH CA //

CANB WASH DC//

CDR HSC FT SAM HOUSTON TX//HSOP//

CDRUSPERSCOM ALEXANDRIA VA//DAPC-EPS-C//

CDR 6TH ID FT WAINWRIGHT AK//

JTF AK ELMENDORF AFB AK//

CG FMFPAC//

COMNAVSURFPAC SANDIEGO CA //

COMPHIBGRU THREE//

USS JUNEAU//

COMPACAREA COGARD ALAMEDA CA//P//

COGARD MSD VALDEZ AK//

CCGDI7 JUNEAU AK//DCS//

DEPT OF TRANSPORTATION OFC OF THE SEC WASH DC//

FEMA WASHDC //

DOMS UTF WASH DC//

CDRUSACE WASH DC//

SA WASHDC //

SAF WASH DC//

CSA WASHDC //

CSAF WASH DC//

COMDT COGARD WASHDC //

CDRUSACE WASH DC//CE//

CDR 1 CORPS FT LEWIS WA//

CDR MDW WASHDC //ANOPS-OP//

CDR AAC ELMENDORF AFB AK//

CINCPACFLT PEARL HARBOR HI//

COMNAVAIRPAC SAN DIEGO CA//

COMNAVSEASYS COM WASH DC//

USS NEW ORLEANS//

USS FORT MCENRY//

COGARD MSD ANCHORAGE AK//

EPA WASH DC//

UNCLAS

SUBJECT: ALASKA OIL SPILL ASSISTANCE (U)

THIS IS A TWO PART MESSAGE PART ONE FOR USCINCPAC

REF: (A) CINCPACFLT PEARL HARBOR HI 130149Z APR 89 (NOTAL)

1. SECDEF HAS AUTHORIZED UTILIZATION OF ADDITIONAL DOD ASSETS IN SUPPORT OF THE ALASKA OIL SPILL CLEAN UP EFFORT.

2. TO EXPEDITIOUSLY FURTHER THIS EFFORT, REQUEST SAIL USS JUNEAU (LPD-10), USS FORT MCENRY (LSD-43) WITH TAILORED ASSETS SOONEST. REQUEST SHIPS EMBARK AVAILABLE EQUIPMENT LISTED IN PARA 2C AND D OF

REF A. REQUEST IDENTIFY FLAG OFFICER TO SERVE AS DEPUTY COMMANDER, JTF, DIRLAUTH UTF ALASKA OIL SPILL/ALCON.

3. REQUEST YOU PROVIDE SCHEDULE DETAILS AS SOON AS AVAILABLE. DOMS JTF DUTY OFFICER CAN BE CONTACTED AT (V) 227-5064 OR (C) 202-697-0220.

PART TWO FOR USAGE

4. THE UNITED STATES COAST GUARD HAS REQUESTED THE ASSISTANCE OF THE UNITED STATES ARMY CORPS OF ENGINEERS DREDGE ESSAYONS FOR OIL CLEANUP OPERATIONS IN PRINCE WILLIAM SOUND, ALASKA.

5. REQUEST DREDGE ESSAYONS DEPART IMMEDIATELY ENROUTE TO VICINITY VALDEZ, ALASKA. CONTACT USCG FOR ON-SCENE INSTRUCTIONS.

6. PROVIDE PROPOSED TIME OF DEPARTURE, ESTIMATED TIME OF ARRIVAL AND PROGRESS UPDATES TO DOMS JTF WASH DC.

7. COORDINATE REIMBURSEMENT WITH USCG FEDERAL ON-SCENE COORDINATOR VALDEZ. CITE FEDERAL PROJECT NUMBER 33-179007.

8. MESSAGE COORDINATED WITH JCS. BT

\$\$\$ SAVE DOLLARS, TIME, & TRAVEL \$\$\$
\$\$\$ VIDED TELECONFERENCING IS AVAILABLE \$\$\$
\$\$\$ CALL 697-8840 FOR INFORMATION/RESERVATIONS \$\$\$

ACTION: DAMO(8) (K)
INFO: SAMR(3) DAAR(3) SAFM(4) DACS(7) DAEM(0) SAPA(2)
DAJA(1) DALO(6) DAMI(1) DAPE(3) DASG(5) SASA(5)
DAMO-ADC(1) ADC-DAMI WATCH(1) SCB REVIEW(1) SAIS(4)

MCN=89105/04147

TOR=89105/0218Z

1AD=89105/0333Z

CDSN=MADB47

PAGE 1 OF 1
142245Z APR 89

• DEDICATED TO •
• EXCELLENCE IN •
• COMMUNICATIONS •

UNCLASSIFIED

••• THINK VIDEO •••
••• TELECONFERENCING •••
••• CALL 897-8840 •••

PENTAGON
OPERATIONS DIRECTORATE

IMMEDIATE 2YUW RHMSGGB007 1052121
 O 152044Z APR 89
 FM CINCPACFLT PEARL HARBOR HI
 TO COMTHIRDFLT CG FMFPAC
 COMNAVSURFPAC SAN DIEGO CA FLTINAGCOMPAC SAN DIEGO CA
 INFO CNO WASHINGTON DC SECDEF WASHINGTON DC//SASA//SAWC//SAFM//SAGE//SAPA//
 CSA WASHINGTON DC
 CJCS WASHINGTON DC//J3/J33/MCC//
 CMSG WASHINGTON DC//MGB-MS// DOMS JTF WASHINGTON DC
 CMC WASHINGTON DC COMNAVSEASYSOP WASHINGTON DC
 USCINCPAC HONOLULU HI COGARD MSO VALDEZ AK//FOSC//
 AAC ELMENDORF AFB AK//CC// CSAF WASHINGTON DC//
 COMDT COGARD WASHINGTON DC//GMR//
 CCGDSEVENTEEN JUNEAU AK//D/M/O//
 COMPACAREA COGARD ALAMEDA CA//P//
 JTF AK ELMENDORF AFB AK//J-3/CAT//
 COGARD MSO VALDEZ AK//FOSC//
 COGARD MSO ANCHORAGE AK//CG-W2GNRC//
 COMNAVAIRPAC SAN DIEGO CA CG I MEI
 CG THIRD MAW COMPHIBRON THREE
 COMPHIBRON SEVEN COMPHIBRON NINE
 USS JUNEAU USS FORT MCHENRY

UNCLAS //NOJ000//
 SUBJ: ALASKA OIL SPILL ASSISTANCE DEPLOYMENT ORDER
 A. DOMS JTF WASHINGTON DC 142245Z APR 89 PASEP
 B. USCINCPAC HONOLULU HI 150720Z APR 89 NOTAL
 1. FOR COMTHIRDFLT: REFS A AND B TASK AMPHIBIOUS SHIPS AND OIL
 POLLUTION RECOVERY EQUIPMENT TO DEPLOY VIC VALDEZ, AK IN SUPPORT OF
 OOD OIL SPILL ASSISTANCE. TAKE REF A FORAC AND COORDINATE FOLLOWING
 ACTIONS WITH COMNAVSURFPAC/COMNAVAIRPAC/CG FMFPAC TO MEET
 REQUIREMENTS REF A.
 A. PROSPECTIVE DEPUTY JTF ALASKA RADM BAKER/COMPHIBRON THREE.
 ITINERARY BY SEPAE.
 B. SAIL USS JUNEAU (LPD 10) AND USS FT MCHENRY (LSD 43) NLT
 1300 LOCAL 18 APR 89 TO VIC VALDEZ, AK. SOA 15 KTS. ETA PM 24 APR
 89.
 C. PRIOR TO SAILING, EMBARK FOLLOWING PERSONNEL/EQUIPMENT
 ONBOARD JUNEAU/FT MCHENRY:
 (1) TWO SEWAGE CONTAINMENT BARGES TO SUPPORT FT
 MCHENRY/JUNEAU DURING EXTENDED INSHORE OPS.
 (2) TWO CH-46 LOG CONFIGURED HELO'S WITH SUPPORT EQUIPMENT,
 CREWS, SUPPORT PERSONNEL, AND TACTICAL AIR CONTROL DETACHMENT.
 (3) TWO MIKE EIGHT BOATS AND SIX MIKE SIX BOATS IN ADDITION
 TO ORGANIC LCVP/LCPL'S. LOAD ADDITIONAL MIKE SIX BOATS AS LIFT
 CAPACITY ALLOWS.
 (4) 5 DRAGON BLADDERS.
 (5) MEDICAL DEPT. WITH AUGMENTATION AS REQUIRED, TO PROVIDE
 TWO MD/TWO DDS AND APPROPRIATE MEDICAL SUPPORT PERSONNEL/EQUIPMENT.
 (6) MAXIMUM FRESH/FROZEN/DRY PROVISIONS.
 D. DURATION OF OPERATIONS UNKNOWN, HOWEVER IF TASKING EXCEEDS
 56 DAYS RELIEVE JUNEAU/FT MCHENRY ONSTATION.
 2. FOR COMNAVSURFPAC: CONCURRENT WITH FT MCHENRY DEPARTURE SAN
 DIEGO CHOP OPCON COMTHIRDFLT.
 3. FOR FLTINAGCOMPAC: ARRANGE PAO COVERAGE OF FT MCHENRY/JUNEAU
 RFS PREPS INCLUDING WET WELL LOADING. FORWARD STILL/VIDED COVERAGE
 DIRECT DOMS JTF WASHDC WITH COPY TO CPF.
 INITIAL COVERAGE SHOULD BE FORWARDED NLT COB 17 APR WITH WRAP UP
 COVERAGE FORWARDED NLT COB 18 APR.
 4. FOR CG FMFPAC: REQUEST PROVIDE HELICOPTER DET IDENTIFIED PARA
 1B(2) ABOVE. DET WILL RESPOND TO MISSION TASKING FROM TASK UNIT
 COMMANDER AS DESIGNATED BY COMTHIRDFLT.
 5. UPON ARRIVAL VIC VALDEZ, AK FT MCHENRY/JUNEAU CHOP TACON JTF
 ALASKA ELMENDORF AFB AK. OPCON REMAINS COMTHIRDFLT. IN ADDITION TO
 SURFACE SUPPORT OF OIL SPILL RECOVERY OPS, FT MCHENRY/JUNEAU BE
 PREPARED TO PROVIDE MILITARY/CIVILIAN MESSING/BERTHING/LAUNDRY IF
 DIRECTED BY JTF ALASKA.
 6. ADVISE MESSAGE LOAD PLAN (MLP) INFO ALCON NLT 16 APR 89. BT

\$\$\$ SAVE DOLLARS, TIME, & TRAVEL \$\$\$
 \$\$\$ VIDEO TELECONFERENCING IS AVAILABLE \$\$\$
 \$\$\$ CALL 897-8840 FOR INFORMATION/RESERVATIONS \$\$\$

ACTION DAMO(8) (M)
 INFO DAMO-ADC(1) DACS(7) DAEN-ZC(2) SCB REVIEW(1)

MCN=89105/38905 TOR=89105/2222Z TAD=89105/2224Z

CDSN=MAD221
 PAGE 1 OF 1
 152044Z APR 89

UNCLASSIFIED

Navy/166

DOCK LANDING SHIPS (LSD)

Whidbey Island Class

DISPLACEMENT: 15,726 tons full load.
LENGTH: 609 feet.
BEAM: 84 feet.
SPEED: 20+ knots.
POWER PLANT: four medium-speed diesels, two shafts, 34,000 brake horsepower.
AIRCRAFT: helicopter- and V/STOL-capable.
ARMAMENT: two Phalanx CIWS guns, two 20mm AA guns.
COMPLEMENT: 340 ship's company; 338 troops.
BUILDER: LSD 41-43, Lockheed Shipbuilding; 44-48, Avondale Shipyards.

Anchorage Class

DISPLACEMENT: 13,600 tons full load.
LENGTH: 553 feet.
BEAM: 84 feet.
SPEED: 22 knots.
POWER PLANT: two boilers, steam turbines, two shafts, 24,000 shaft horsepower.
AIRCRAFT: helicopter-capable.
ARMAMENT: six three-inch/50-caliber guns (2 Phalanx CIWS guns being fitted).
COMPLEMENT: 355 ship's company; 376 troops.
BUILDERS: LSD-36, Ingalls Shipbuilding; 37-40, General Dynamics' Quincy Shipbuilding Division.

Thomaston Class

DISPLACEMENT: 12,000 tons full load.
LENGTH: 510 feet.
BEAM: 84 feet.
SPEED: 22.5 knots.
POWER PLANT: two boilers, steam turbines, two shafts, 24,000 shaft horsepower.
AIRCRAFT: helicopter-capable.
ARMAMENT: six three-inch/50-caliber guns.
COMPLEMENT: 350 ship's company; 340 troops.
BUILDER: Ingalls Shipbuilding.

BRIEFING: *Whidbey Island* (LSD-41), commissioned in 1985, was the long-awaited first of a new class of the versatile, durable dock landing ships which first saw service during World War II but which really came into their own during the Korean War. Their ability to ballast down to flood a well deck makes possible loading at sea and transporting virtually any type of cargo that can be carried by utility landing craft (LCU) and smaller amphibious craft. LSDs can accommodate a sizeable number of troops. The Marine Corps long had sought replacement of the aging Thomaston class, only three of which remain in commission, but a decade passed before funding of *Whidbey Island* was approved. Three of that eight-ship class have been delivered, two others are scheduled for delivery later this year, and the remaining three are under construction. The Navy had planned to seek funding in FY 1988 for the first two of a variant of the LSD-41 which will have greater cargo-carrying capability, but budget constraints necessitated halving that planned request. Funding for the second of what the Navy hopes will be a 10-ship class will be sought in FY 1990. The LSD-41 class has far greater storage space than its predecessors, much improved facilities for embarked troops, greater operating range, and room for four of the Marine's new LCACs (air-cushion landing craft). Also notable is the ship's medium-speed-diesel propulsion system, considerably more economical than steam or gas turbines.

Whidbey Island Class

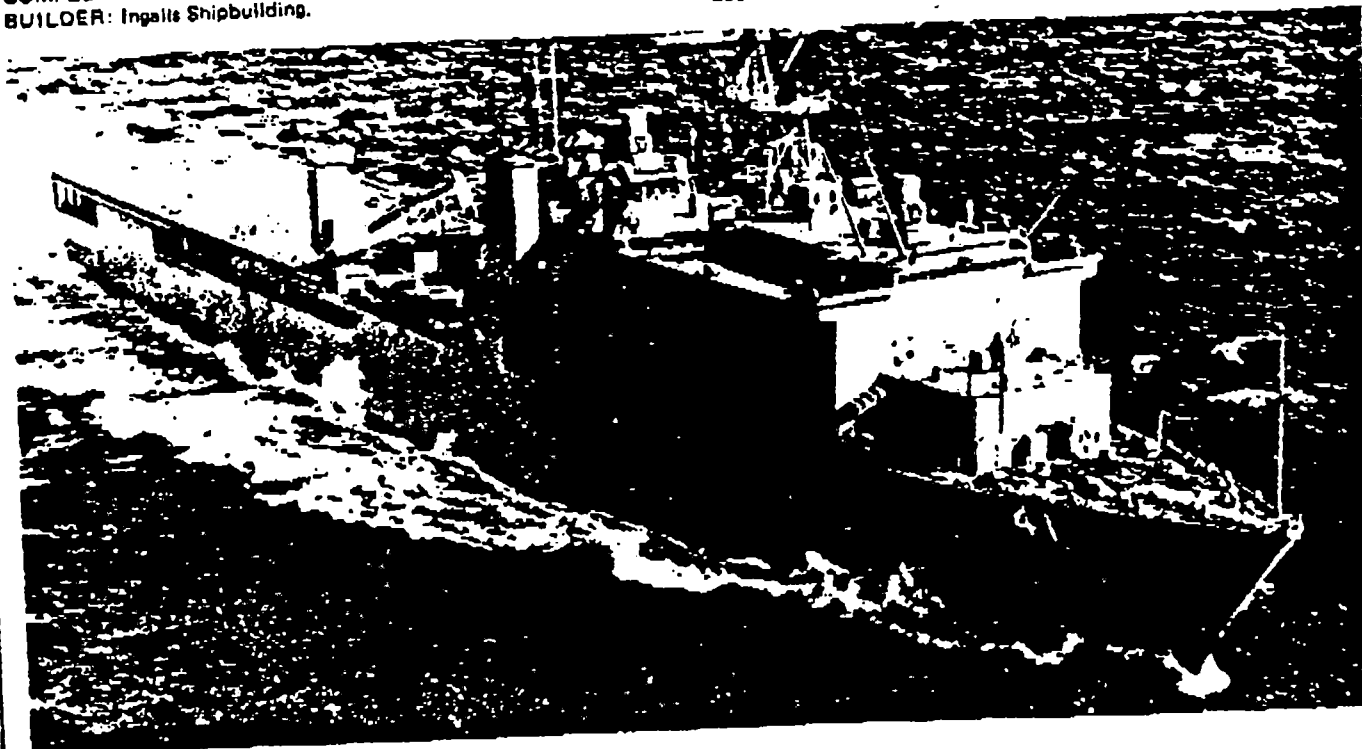
LSD-41 *Whidbey Island*; Little Creek, Norfolk, VA (NY 09581-1729)
 LSD-42 *Germanatown*; San Diego, CA (SF 96666-1730)
 LSD-43 *Fort McHenry*; San Diego, CA (SF 96665-1731)

Anchorage Class

LSD-36 *Anchorage*; Long Beach, CA (SF 96680-1724)
 LSD-37 *Portland*; Little Creek, Norfolk, VA (NY 09582-1725)
 LSD-38 *Pensacola*; Little Creek, Norfolk, VA (NY 09582-1726)
 LSD-39 *Mount Vernon*; Long Beach, CA (SF 96672-1727)
 LSD-40 *Fort Fisher*; San Diego, CA (SF 96665-1728)

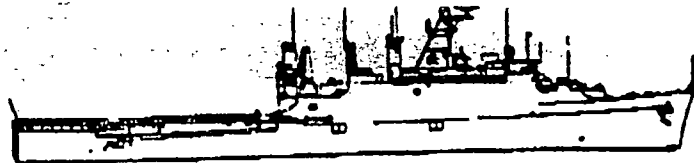
Thomaston Class

LSD-32 *Spiegel Grove*; Little Creek, Norfolk, VA (NY 09587-1720)
 LSD-33 *Alamo*; San Diego, CA (SF 96680-1721)
 LSD-34 *Hermitage*; Little Creek, Norfolk, VA (NY 09573-1722)



Whidbey Island (LSD-41)

13 600 (1): 14 605 (2) full load
 Dimensions: feet (metres): 621-8 x 100 x 29
 (189.7 x 30.5 x 8.9)
 Aircraft: Up to 8 UH-34 or CH-46 helicopters (see Aircraft note)
 Guns: 6—3 in 178 mm Mk 33
 Main engine: 2 steam turbines (De Laval); 2 shafts,
 24 000 shp
 Boilers: 2 Babcock & Wilcox
 Speed: knots: 21
 Complement: 490 (30 officers, 460 enlisted men)
 Troops: 1 129 (143 officers, 986 enlisted men)



RALEIGH

(Scale 1 : 1 800) A. D. Baker

The LPD replaces the amphibious transport (LPA) and, in part, the amphibious cargo ship (LKA) and dock landing ship (LSD). The LPD can carry a "balanced load" of assault troops and their equipment, has a docking well for landing craft, a helicopter deck, cargo holds and vehicle garages. *Raleigh* was authorized in the FY 1959 new construction programme, *Vancouver* in the FY 1960. *Raleigh* was laid down on 23 June 1960 and launched on 17 March 1962, *Vancouver* on 19 November 1960 and 15 September 1962. Approximate construction cost was \$29 million per ship. A third ship, *Le Salle* (LPD 3), was reclassified as a miscellaneous command ship (AGF 3) on 1 July 1972.

Aircraft: Not normally assigned helicopters because they lack integral hangars and maintenance facilities. It is intended that a nearby amphibious assault ship (LHA or LPH) would provide helicopters during an amphibious operation. Telescopic hangars have been fitted.

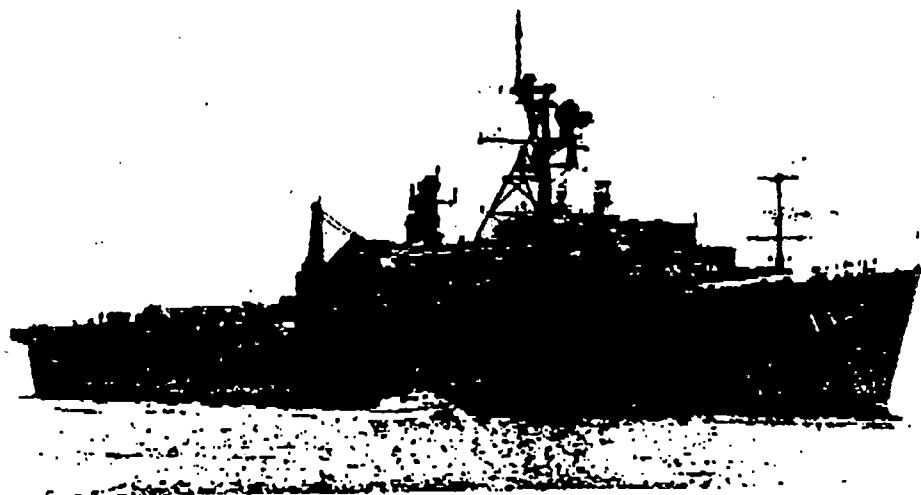
Design: Resembles dock landing ships (LSD) but have fully enclosed docking well with the roof forming a permanent helicopter platform. The docking well is 188 ft long and 50 ft wide (57.2 x 15.2 m), less than half the length of wells in newer LSDs, the LPD design provides more space for vehicles, cargo and troops. Ramps allow vehicles to be driven between helicopter deck, parking area and docking well, side ports provide roll-on/roll-off capability when docks are available. An overhead monorail in the docking well with six cranes facilitates loading landing craft. The docking well in these ships can hold one LCU and three LCM-6s or four LCM-8s or 20 LVTs (amphibious tractors). In addition, two LCM-6s or four LCPLs are carried on the boat deck which are lowered by crane. Each ship carries two LCACs.

Electronics: fitted with OE-82 satellite communications antenna, SSR-1 receiver and WSC-3 transceiver, SLO 32 ECM in LPD 2.

Gunnery: Two 20 mm Mk 16 CWS to be fitted.

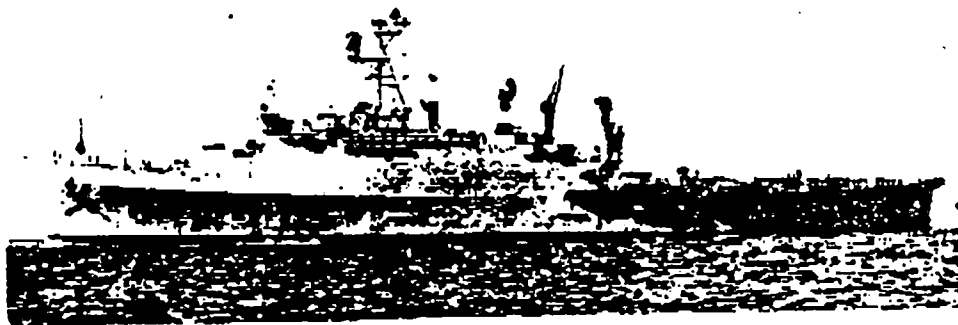
Radar: Air search: SPS 40.
 Surface search: SPS 10.
 Navigation: LN 66.

Rockets: Mk 36 Super RBOC Chaffrac system.



RALEIGH

2/1984, Wright and Logan



VANCOUVER

1/1985, Dr Giorgio Am...

1 + 5 + (2) "WHIDBEY ISLAND" + 0 + (8 +) "MODIFIED WHIDBEY ISLAND" CLASSES: DOCK LANDING SHIPS (LSD)

Name	No	Builders	Laid down	Commissioned	F/S
WHIDBEY ISLAND	LSD 41	Lockheed S B & Construction Co	4 Aug 1981	8 Feb 1985	AA
GERMANTOWN	LSD 42	Lockheed S B & Construction Co	5 Aug 1982	Oct 1985	Blug
—	LSD 43	Lockheed S B & Construction Co	10 June 1983	June 1987	Ord
—	LSD 44	Avondale S Y Inc	—	Mar 1988	Ord
—	LSD 45	Avondale S Y Inc	—	—	Ord
—	LSD 46	Avondale S Y Inc	—	—	Proj
—	LSD 47-48	Proposed FY 1985 programme	—	—	Proj
—	LSD 49-50*	Proposed FY 1988 programme	—	—	Proj
—	LSD 51-52*	Proposed FY 1989 programme	—	—	Proj
—	LSD 53-54*	Proposed FY 1990 programme	—	—	Proj

* "MODIFIED" class

Displacement, tons: 11 125 light, 18 726 full load
 Dimensions, feet (metres): 608 x 84 x 20-5 (185.8 x 25.6 x 6.3)
 Aircraft: Helicopters and VSTOL (see Design note)
 Guns: 2—30 mm CWS (Mk 18)
 Main engine: 4 Coti-Pielstick type 16PC25-V400 diesels,
 2 shafts, cp propellers; 41 600 bhp = 20+ knots
 Complement: 356 total (19 officers, 337 enlisted)
 Troops: 238 total

Originally it was planned to construct six ships of this class as replacements for the "Thomaston" class LSDs. The first two ships (FY 1980 and 1983 programmes) were dropped but, under heavy Congressional pressure, reinstated on 8 January 1980. A request for one ship was then included in the FY 1981 budget which was approved and the contract awarded to Lockheed S B and Construction Co on 14 February 1980. On 8 February 1982 the Reagan Administration's new five year plan called for the reinstatement of the original six ship programme and the addition of four more ships to increase lift capability. The force level of the "Whidbey Island" class, which has fluctuated considerably over the last several years, was finally set at eight, with funds for the last two being requested in the FY 1985 budget. \$365.6 million was authorized for the fourth ship of the class and a contract was awarded to Avondale Shipyards, after a competitive bidding evolution, for \$492 million

"WHIDBEY ISLAND" Class

for the fifth and sixth ships: \$425.5 million & being sought for the seventh and eighth ships

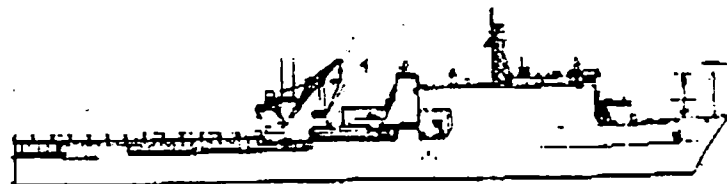
Design: Based on the earlier "Anchorage" class. Well deck measures 440 x 60 ft (134.1 x 18.3 m). The ships of the "Whidbey Island" class will be able to carry the CH-53 series helicopter and/or the AV-8A Harrier VSTOL aircraft as well as four Amphibious Air-Cushion Vehicles (LCAC) or 21 LCM-6s. Beginning with the FY 1988 programme a modified version of this class will be built. This, formerly the "LPDX" class, will carry more vehicles and cargo but only two LCACs instead of four. Two will be requested in each of FY 1988, 1989 and 1990 with more later although the final total is not yet decided.

Cargo capacity: 9 000 cu ft for marine cargo, 12 500 sq ft for vehicles (including four preloaded LCACs in the well deck); LSD 41-50.

Electronics: SLO 32(VI) Electronic Warfare system, OE 82 satellite communications antenna, SSR-1 receiver and WSC transceiver.

Radar: Air search: SPS 48V.
 Surface search: SPS 67V.
 Navigation: SPS 64

Rockets: One Mk 36 Super RBOC Chaffrac.



A. D. Baker

*Cleveland (LPD-7)*

AMPHIBIOUS TRANSPORT DOCKS (LPD)

Austin Class

DISPLACEMENT: approximately 17,000 tons full load.
LENGTH: 570 feet.
BEAM: 84 feet.
SPEED: 21 knots.
POWER PLANT: two boilers, two steam turbines, two shafts, 24,000 shaft horsepower.
AIRCRAFT: up to six CH-46 Sea Knight helicopters.
ARMAMENT: four three-inch/50-caliber guns; two Phalanx CIWS being fitted.
COMPLEMENT: 425 ship's company; approximately 900 troops.
BUILDERS: LPDs 4-6, New York Naval Shipyard; 7, 8, Ingalls Shipbuilding; 9, 10, 12-15, Lockheed Shipbuilding.

Raleigh Class

DISPLACEMENT: 13,600 tons full load.
LENGTH: 522 feet.
BEAM: 84 feet.
SPEED: 21 knots.
POWER PLANT: two boilers, two steam turbines, two shafts, 24,000 shaft horsepower.
AIRCRAFT: landing only.
ARMAMENT: six three-inch/50-caliber guns.
COMPLEMENT: 429 ship's company; 930 troops.
BUILDER: New York Naval Shipyard.

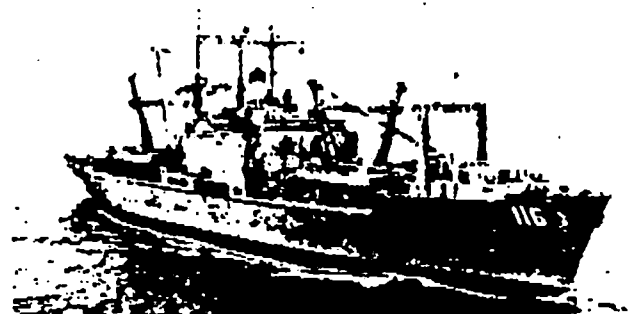
BRIEFING: These versatile ships replace amphibious transports (APA), amphibious cargo ships (AKA), and the older LSDs. Although their capabilities are less than those of the new Whidbey Island class of LSD, the 11 ships of the Austin class, built between 1965-1971, were considered sufficiently modern to have their service lives extended by a SLEP program commencing in 1988 that would have extended their service lives to 2005. However, Congress balked at funding the program, and as a result the ships will receive less extensive modernization during overhaul periods.

Austin Class

LPD-4 Austin; Norfolk, VA (NY 09564-1707)
 LPD-5 Ogden; Long Beach, CA (SF 96674-1708)
 LPD-6 Duluth; San Diego, CA (SF 96683-1709)
 LPD-7 Cleveland; San Diego, CA (SF 96682-1710)
 LPD-8 Dubuque; Sasebo, Japan (SF 96683-1711)
 LPD-9 Denver; San Diego, CA (SF 96683-1712)
 LPD-10 Juneau; San Diego, CA (SF 96689-1713)
 LPD-12 Shreveport; Norfolk, VA (NY 09587-1714)
 LPD-13 Nashville; Norfolk, VA (NY 09578-1715)
 LPD-14 Trenton; Norfolk, VA (NY 09588-1716)
 LPD-15 Ponce; Norfolk, VA (NY 09582-1717)

Raleigh Class

LPD-1 Raleigh; Norfolk, VA (NY 09586-1705)
 LPD-2 Vancouver; San Francisco, CA (SF 96682-1706)

*Saint Louis (LKA-116)*

AMPHIBIOUS CARGO SHIPS (LKA)

Charleston Class

DISPLACEMENT: 20,700 tons full load.
LENGTH: 575 feet.
BEAM: 82 feet.
SPEED: 20 knots.
POWER PLANT: two boilers, one steam turbine, one shaft, 22,000 shaft horsepower.
ARMAMENT: six three-inch/50-caliber guns; two Phalanx CIWS being fitted.
COMPLEMENT: 356 ship's company; 226 troops.
BUILDER: Newport News Shipbuilding.

BRIEFING: These ships, which carry heavy equipment and supplies for amphibious assaults, are the first class of ship designed specifically for this role. Four of the five ships in the class had been transferred to the reserve fleet in the late 1970s and early 1980s, even though they were just a decade old. However, the obvious need for additional sealift resulting from the 1979 upheaval in the Middle East and the possibility of U.S. involvement in that remote area resulted in all four being returned to the active fleet in 1982-83. They are among the first Navy ships to have a fully automated main propulsion plant.

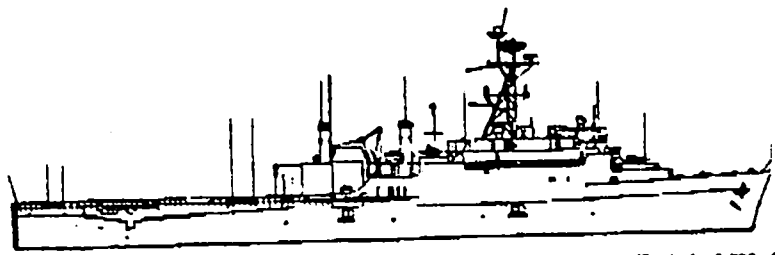
Charleston Class

LKA-113 Charleston; Norfolk, VA (NY 09566-1700)
 LKA-114 Durham; San Diego, CA (SF 96683-1701)
 LKA-115 Mobile; Long Beach, CA (SF 96672-1702)
 LKA-116 Saint Louis; Sasebo, Japan (SF 96678-1703)
 LKA-117 El Paso; Norfolk, VA (NY 09568-1704)

11 "AUSTIN" CLASS: AMPHIBIOUS TRANSPORT DOCKS (LPD)

Name	No	Builder	Commissioned	FS
AUSTIN	LPD 4	New York Naval Shipyard	6 Feb 1965	AA
ODDEN	LPD 5	New York Naval Shipyard	18 June 1965	PA
DULUTH	LPD 6	New York Naval Shipyard	18 Dec 1965	PA
CLEVELAND	LPD 7	Ingalls Shipbuilding Corp	21 Apr 1967	PA
DUBUQUE	LPD 8	Ingalls Shipbuilding Corp	1 Sep 1967	PA
DENVER	LPD 9	Lockheed S.B. & Construction Co	26 Oct 1968	PA
JUNEAU	LPD 10	Lockheed S.B. & Construction Co	12 July 1969	PA
SHREVEPORT	LPD 11	Lockheed S.B. & Construction Co	12 Dec 1970	AA
NASHVILLE	LPD 12	Lockheed S.B. & Construction Co	14 Feb 1970	AA
TRENTON	LPD 13	Lockheed S.B. & Construction Co	8 Mar 1971	AA
PONCE	LPD 14	Lockheed S.B. & Construction Co	10 July 1971	AA

Displacement tons: 8 877 (4), 8 700 (5), 8 482 (6 and 15), 8 800 (7 and 8), 8 327 (9), 8 183 (10), 8 800 (12 and 13), 8 000 (14) light.
 16 914 (6), 16 798 (5), 16 912 (6 and 15), 16 800 (7 and 8), 17 244 (9), 16 586 (10), 16 800 (12 and 13), 17 000 (14) fullload
 Dimensions (feet (metres)): 670 x 100 x 23 (173 x 30.5 x 7)
 Aircraft: Up to 6 LH-44 or CH-46 helicopters
 Guns: 2-3 in (75 mm/30) (Mk 33)
 Main engines: 2 steam turbines (De Laval), 2 shafts, 24 000 shp
 Boilers: 2 Foster-Wheeler (Babcock & Wilcox in LPD 5 and 12)
 Speed: knots: 21
 Complement: 473 (27 officers, 446 enlisted men)
 Troops: 930 in LPD 4-6 and LPD 14-15, 840 in LPD 7-10, 12 and 13
 Flag accommodation: Approx 80 in LPD 7-10, 12 and 13



(Scale 1:1 800) A. D. Baker III

Enlarged versions of the earlier "Raleigh" class; most notes for that class apply to these ships. LPD 7-10, 12 and 13 fitted as flagships. Each ship carries 2 LCACs.
 The dates of laying down and launching are: *Austin* and *Odgen* 4 February 1963 and 27 June 1964, *Duluth* 18 December 1963 and 14 August 1965, *Cleveland* 30 November 1964 and 7 May 1966, *Dubuque* 25 January 1965 and 6 August 1966, *Denver* 7 February 1964 and 23 January 1965, *Juneau* 23 January 1965 and 12 February 1966, *Shreveport* 27 December 1965 and 26 October 1966, *Nashville* 14 March 1966 and 7 October 1967, *Trenton* 8 August 1966 and 3 August 1968, *Ponce* 31 October 1966 and 20 May 1970. *Duluth* completed at Philadelphia Naval Shipyard.
 LPD 4-6 were authorized in the FY 1967 new construction program, LPD 7-10 in FY 1963, LPD 12 and 13 in FY 1964, LPD 14 and LPD 15 in FY 1965. LPD 16 was cancelled.

NASHVILLE



311984, L. and L. van Ginderen

Electronics: Fitted with OE-82 satellite communications antenna, SSR-1 receiver and WSC-3 transceivers. SCS 32 to be fitted (already in LPD 4, 7, 8, 10, 14 and 15)

Gunnery: Two 20 mm Mk 16 CWS to be fitted

PONCE (with Phalarope)

Radar: Air search: SPS 40B
 Surface search: SPS 10F
 Navigation: LN 66 (none in LPD 5 and 6)

Rockets: Will be fitted with Mk 36 Super RBOC Chaffroc, Mk 28 already fitted in LPD 7, 14 and 15



DUBUQUE

811984, Dr. Giorgio Arra

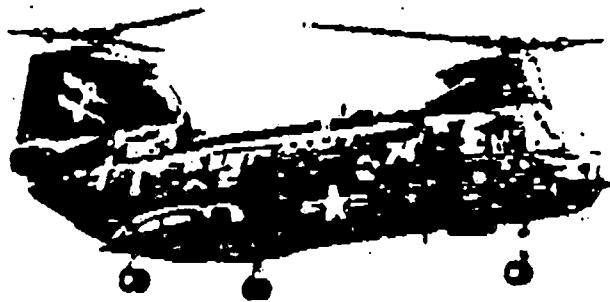
Service Life Extension Program (SLEP): It is planned to give this class a SLEP overhaul which will include survivability enhancement modifications as well as engineering machinery modernization; and take approximately 14 months.



DULUTH

1984, Dr. Giorgio Arra

Tentative SLEP schedule	FY	Conversion Yard	Start	Completed
Mk 14	1988	Commercial Shipyard	2 May 1988	2 July 1989
LPD 4	1988	Puget Sound Naval Shipyard	27 Feb 1989	27 Apr 1990



UH-46 SEA KNIGHT

FUSELAGE LENGTH: 45 feet.
LENGTH: 84 feet.
HEIGHT: 17 feet.
WEIGHT: gross, 23,000 pounds.
SPEED: 165 mph.
CEILING: 14,000 feet.
RANGE: 206 nautical miles; ferry range, 774 nautical miles.
POWER PLANT: two General Electric T58-GE-16 turboshaft engines.
CREW: three.
CONTRACTOR: Boeing Vertol.

BRIEFING: The Sea Knight is another example of a durable and versatile aircraft that still is providing valuable services two decades after it was first flown. Various versions of it have been flown by both the Navy and the Marine Corps; the UH-46 by the Navy for vertical replenishment, the CH-46 by the Marine Corps for troop transport. It can carry approximately 10,000 pounds of cargo in a sling beneath the fuselage. The CH-46E is equipped with an automatic navigation system, and has been modified with much more powerful engines than earlier versions. Since the first flight of the Sea Knight in 1962, it also has served the U.S. Army and the air forces of Canada and Sweden. It has long been out of production. There still are some 20 UH-46s in the Navy inventory, and those that remain are programmed to remain through 1996.

MECHANISED LANDING CRAFT LCM 6 TYPE

Displacement tons 115 (1,100 tons) or 125 (1,200 tons)
 Dimensions feet (metres): 73 (22) x 21 (6.4) x 14 (4.3)
 Main engines: Deere 2 shafts; General Motors 2 shafts; 650 hp x 4 shafts
 Complement: 5 enlisted men.

Construction: welded steel or aluminum. Capacity: one M48 or M50 tank, 200-400 tons, or 60 tons cargo range 150 nautical miles at full load. Aft covered deck for the U.S. Army.



LCM 6

© 1966 D. C. ...

MECHANISED LANDING CRAFT LCM 6 TYPE

Displacement tons 60 to 65 (1,100 tons)
 Dimensions feet (metres): 50 (15.2) x 14 (4.3) x 12 (3.7)
 Main engines: Deere 2 shafts; 450 hp x 4 shafts

Welded steel construction. Capacity: to 34 tons or 60 troops





ARCTIC
OCEAN

PRINCE WILLIAM SOUND

CHATHAM STRAIT
(LOCATION OF
YAQUINA)

04/17/89 18137
2 282 695 8924
ROC PENIBSON
81



HEADQUARTERS
JOINT TASK FORCE (JTF) ALASKA
ELMENDORF AIR FORCE BASE, ALASKA 99506

14 April 1989

APPLY TO
ATTN OF.

J3

SUBJECT:

JTF Situation Report (SITREP) 006

TO DOMS-TF

1. JTF continues DOD assistance to USCG in support of Alaskan oil spill operations.
2. Lt Gen McInerney, DSR, conducted a video teleconference today with Mr. Marsh, Secretary of the Army. During the briefing Lt Gen McInerney provided a current situation update and his assessment of DOD support to the USCG oil spill cleanup operations.
3. JTF has submitted a revised request identifying the need for three UH-60 MEDEVAC aircraft. AC will be based at Bryant Army Airfield located on Fort Richardson (Anchorage). Additional MEDEVAC UH-60s may become necessary in the event DOD personnel are committed to oil cleanup operations. The 6th Infantry Division (Light) will forward deploy 2XUH-1H and 2XCH-47 to supplement the UH-60s. These AC will perform MEDEVAC/Mass Casualty operations if requested by 17th USCG/FOSC.
4. Following discussion and coordination with 17th USCG/FOSC the DSR formally requested that the COE dredge Essayons deploy to Alaska upon reprovisioning at Astoria, Oregon. The Essayons will team with the dredge Yaquina and conduct oil skimming operations. Both vessels will serve under the operational control of the USCG and be logistically supported by the Alaska District, COE.
5. The DSR requested two naval vessels be provided to assist in cleanup efforts. The ships requested are LPD and LSD class vessels to be employed in command and control, logistical support and shelter for workers participating in cleanup operations. The request also included 2XCH-46 Helo detachments with accompanying support/flight personnel and equipment, a tactical air control detachment for assistance in safety of flight matters and two LNOs to conduct liaison and staff augmentation to the AOS-JTF/CAT. The ships were also tasked to transport 3XLCM-8 landing craft and as many LCM-6 craft as could be located and transported in the ships.

6. An Airspace Safety meeting was held in Valdez to discuss airspace management. The meeting was conducted due to FAA, USCG and JTF concerns over the heavy volume of air traffic operating in Prince William Sound and operating out of the Valdez Airport. A number of coordinated decisions were made which will improve air safety procedures within the oil spill operational area. In addition, improved lines of communication have been established to ensure rapid dissemination of airspace management procedures to all agencies transiting Prince William Sound/Valdez area.

7. The following is a recapitulation of cumulative USAF airlift in support of oil spill operations:

<u>MISSIONS</u>	<u>TYPE AIRCRAFT</u>	<u>SHORT TONS</u>
15	C-5	928
3	C-141	78
4	C-130	4
7	C-12 (Pax Only)	
<hr/> 29		<hr/> 1010

MV Plumb
MORTON V. PLUMB, JR., COL, USAF
Director for Joint Operation



HEADQUARTERS
JOINT TASK FORCE (JTF) ALASKA
ELMENDORF AIR FORCE BASE, ALASKA 99506

15 Apr 89

REF ID: A111 01

J3

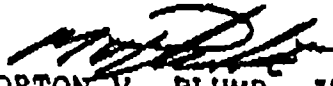
SUBJECT: JTF Situation Report (SITREP) 007

10 DOMS-TF

1. JTF continues DOD assistance to USCG in support of Alaskan oil spill operations.
2. Congressman John Dicks (D-WA) and John Miller (R-WA) visited Alaska to inspect areas affected by the oil spill. Lt Gen McInerney (DSR) and the JTF staff presented an update briefing. The congressional party followed this briefing with a trip to Valdez.
3. Mr. John W. Shannon, Assistant Secretary of the Army for Installations and Logistics, Mr. David Addington, BG Patrick Kelly and staff arrived today to inspect the spill area with the DSR. Mr. Shannon and staff will be outbriefed on the findings and recommendations of the DOMS-TF Assessment Team and by members of the JTF staff. Mr. Shannon and team members are scheduled to depart Alaska for Washington D.C. at 0700 AST, 16 Apr 89.
4. 17th USCG/FOSC requested 1XUH-1 helicopter support of approximately four days duration to assist in aerial monitoring of oil movements. The aircraft, provided by the 6th Infantry Division (Light), is on-station and will operate from Homer.
5. A team of three Alaskan Air Command Disaster Preparedness Specialists arrived today in Valdez with five Lightweight Decontamination Apparatuses (LDA)(type AE 320-8). Tomorrow the USCG will fly the team to a heavily contaminated beach where the LDA will undergo operational testing. The USCG and EXXON will evaluate test results and, if successful, more LDAs may be requested.
6. The 2XUH-1H and 2XCH-47 6ID(L) helicopters requested yesterday by DSR have self-deployed from Fort Wainwright (Fairbanks) and are on-station at Bryant Army Airfield, Fort Richardson (Anchorage).

7. The following is a recapitulation of cumulative USAF airlift in support of oil spill operations:

MISSIONS	TYPE AIRCRAFT	SHORT TONS
15	C-5	928
3	C-141	78
4	C-130	4
<u>10</u>	C-12 (Pax Only)	<u> </u>
32		1010


MORTON V. PLUMB, JR., COL, USAF
Director for Joint Operations



HEADQUARTERS
JOINT TASK FORCE (JTF) ALASKA
ELMENDORF AIR FORCE BASE, ALASKA 99508

16 Apr 89

REF ID: A111111
33

SUBJECT JTF Situation Report (SITREP) 008

DOMS-TF

1. JTF continues DOD assistance to USCG in support of Alaskan oil spill operations.
2. Mr. John W. Shannon, Assistant Secretary of the Army for Installations and Logistics, and accompanying staff were given an oil spill update briefing by the DSR and JTF staff. Mr. Shannon and staff departed for Washington D.C. following the briefing.
3. The Alaskan Air Command Disaster Preparedness Specialists sent yesterday to Valdez were taken to Eleanor Island in Prince William Sound to test the Lightweight Decontamination Apparatus (LDA)(type AE 320-B). Five of the nine LDAs in Alaska are now in Valdez. It is hoped that the LDAs will prove effective in removing concentrated oil deposits from contaminated beaches. Results of today's testing are currently being evaluated by EXXON and the USCG. It is likely that if the results are favorable additional LDAs will be requested.
4. USCG/FOSC requested JTF assistance in arranging airlift support for three 4.5K Supervac Pumping Units and thirteen crates of communications equipment requiring shipment to Valdez. This equipment is to be airlifted from Houston, TX, to Alaska on 17 Apr 89.
5. The following is a recapitulation of cumulative USAF airlift in support of oil spill operations:

MISSIONS	TYPE AIRCRAFT	SHORT TONS
15	C-5	928
3	C-141	78
4	C-130	4
<u>12</u>	C-12 (Pax Only)	—
34		1010

Roger A. Ayres
 ROGER A. AYRES, Lt Col, USAF
 Deputy Director for Joint Operations

U.S. Department
of Transportation
United States
Coast Guard



Commandant
United States Coast Guard

Washington, D.C. 20593-0001
Staff Symbol:
Phone:

COMMAND CENTER INCIDENT MEMO

VALDEZ - 16
14 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: LIGHT SHEENS REPORTED AROUND PERL AND ELIZABETH ISLANDS. PATCHES OF MOUSSE REPORTED AROUND CHUGACH ISLAND. VERY LIGHT SHEEN REPORTED IN LOWER COOK INLET NEAR ENGLISH BAY. PATCHES OF MOUSSE AND SHEEN REPORTED NEAR GORE PT, NUKA BAY, PYE ISLANDS, AND BIG FORT ISLAND. IN PWS, CG OVERFLIGHT SHOWS STREAKS OF OIL SHEEN AND MOUSSE APPROX. 300 TO 600 YARDS OFF THE SE CORNER OF KNIGHT ISLAND FROM MANNING ROCKS TO PT. HELEN. ADDITIONAL OIL SHEEN SIGHTED IN ELDRINGTON PASSAGE AND BETWEEN PORT NELLIE JUAN AND KNIGHT ISLAND PASSAGE. NO OIL SIGHTED IN IMMEDIATE VICINITY OF THE HATCHERY.

VESSEL REFLOATED AND AT ANCHORAGE: T/V EXXON VALDEZ ANCHORED OUTSIDE BAY, NAKED ISLAND IN POSITION 60-38.0 N, 147-28.8W. A 32 FT WATER CUSHION IS IN EACH OF THE DAMAGED TANKS. SLIGHT SHEEN COMES FROM VESSEL PERIODICALLY. 14,500 FT OF SORBENT BOOM AROUND VESSEL. 4

STBD BALLAST BEING CLEANED FOR REPAIRS. THIS TANK MAY BE THE ONLY TANK THAT IS REPARABLE. VESSEL STRENGTH CONTINUES TO BE ANALYZED. THE VESSEL'S ENGINES ARE OPERATIONAL. 15,000 BBLs OF OIL HAVE BEEN MOVED FROM FOUR DAMAGED TANKS TO UNDAMAGED SLOP TANKS. APPROX. 23,600 BBLs OF WATER/OIL MIXTURE HAVE BEEN REMOVED FROM THE VESSEL. THE SLOP TANK WILL BE EMPTIED INTO INTO A 65,000 BBL BARGE WHEN IT ARRIVES ON SCENE. INTERNAL TANK SURVEYS TO BE CONDUCTED TO DETERMINE THE EXTENT OF DAMAGE.

BOOMING: 124,500 FT OF CONTAINMENT BOOM, 108,100 FT OF ABSORBENT BOOM, AND 14,500 FT OF BOOM AROUND EXXON VALDEZ HAVE BEEN DEPLOYED. TOTAL BOOM DEPLOYED IS 247,100 FT. ADDITIONAL SKIMMER, BOOM, DRACONES, AND WASTE OIL BARGES BEING DELIVERED TO VALDEZ, ETA 15 APR 89.

SKIMMING: SKIMMING OPERATIONS RESUMED ON 11 APRIL. A TOTAL OF 38 SKIMMING SYSTEMS ARE WORKING IN PWS. SKIMMING OPERATIONS TO CONCENTRATE IN NATURAL COLLECTION AREAS OF SAW MILL BAY, PT. HELEN, PERRY PASSAGE, KNIGHT ISLAND PASSAGE, AND HERRING BAY. 21,000 BBLs HAVE BEEN RECOVERED.

BEACH CLEAN UP: EXXON HAS SUSPENDED ALL BEACH CLEAN UP ACTIVITY PENDING PRE-CLEAN UP ASSESSMENT TEAM EVALUATION IN CONJUNCTION WITH THE WORK PLAN PROPOSAL. THE DEADLINE FOR THE PROPOSED WORK PLAN IS LATER THIS AFTERNOON. THE WORK PLAN IS TO BE FORMULATED BY EXXON AND MUST ADDRESS LONG TERM BEACH CLEAN UP SUPPORT, AS WELL AS ANTICIPATED ACCOMMODATION PROBLEMS. A DEMONSTRATION OF SHORE LINE CLEAN UP TECHNIQUES WILL BE GIVEN TO THE SHORE LINE CLEAN UP COMMITTEE ON 16 APR 89. EXXON HAS PROCURED 195 WARM WATER WASHING SYSTEMS TO BE EMPLOYED IN BEACH CLEAN UP OPERATIONS.

OPERATIONS: THE COMMANDANT ARRIVED AT VALDEZ THE MORNING OF THE 13TH AND FLEW OVER THE SPILL AREA THAT AFTERNOON. THE CLEAN UP AREA HAS BEEN DIVIDED INTO FIVE SECTORS; THE AREAS NORTH, WEST, EAST AND SOUTH OF KNIGHT ISLAND, AND THE AREA OUTSIDE OF PRINCE WILLIAM SOUND. A COMMAND VESSEL WILL BE ASSIGNED TO EACH QUADRANT. A CG STRIKE TEAM MEMBER WILL BE ON BOARD EACH COMMAND VESSEL. DISPERSANT TEST CONDUCTED 13 APRIL, BUT LITTLE EFFECT WAS SEEN AND THE TEST WAS CONSIDERED UNSUCCESSFUL. OPERATIONAL BOAT WASHING STATIONS HAVE BEEN ESTABLISHED IN VALDEZ AND CORDOVA WITH ADDITIONAL STATIONS PENDING APPROVAL AND CONTRACTING IN KODIAK, HOMER, SEWARD, AND WHITTIER. SOVIET SKIMMER ETA 17-18 APR. SKIMMERS ARE BEING RELOCATED AS NEEDED.

MSO ANCHORAGE: SKIMMING OPERATIONS IN THE CAPE RESURRECTION AREA, ASSISTED BY AN EXXON CONTRACTED SPOTTER AIRCRAFT, HAVE BEEN SUCCESSFUL. 1600 GALLONS OF OIL/WATER MIXTURE COLLECTED ON 13TH. CGC MORGENTHAU COORDINATED EFFORTS OF 20 FISHING VESSELS BREAKING UP OIL NEAR NUKA BAY/PYE ISLANDS. HERRING NET OPS CONSIDERED SUCCESSFUL. MOUSSE WAS BREAKING UP AND A SHEEN RAPIDLY DEVELOPED. CGC STORIS AND CGC IRIS ENROUTE HOMER TO ASSIST IN BOOM DEPLOYMENT. NAVY SKIMMER IS OPERATING IN NUKA BAY VICINITY. TWO SKIMMERS ARE IN THE HOMER AREA. ONE NAVY SKIMMER IS IN AFOGNAK ISLAND AREA.

FACT SHEET

14 APRIL 89

OIL RECOVERED:	21,000 BBLs
EVAPORATED	78,000 BBLs
DISPERSED	12,000 BBLs
SOUND	43,000 BBLs
GULF	42,000 BBLs
BEACHES	45,000 BBLs

VESSELS OFFSHORE:

I. DEPLOYED

4	TANK BARGES, TOTAL CAPACITY <u>177,000 BBLs</u>
1	SUPPORT BARGES (1 STANDBY)
4	BERTHING VESSELS
7	TUGS
12	LANDING CRAFTS LCM
171	OTHER VESSELS (20'-195')
49	CDFU

248 TOTAL DEPLOYED

BOOM:

I. DEPLOYED

124,500 FT.	CONTAINMENT
108,100 FT.	ABSORBANT
14,500 FT.	AROUND EXXON VALDEZ

247,100 FT. TOTAL DEPLOYED

U.S. Department
of Transportation
United States
Coast Guard



Commandant
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Washington, D.C. 20563-0001
Staff Symbol:
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COMMAND CENTER INCIDENT MEMO

VALDEZ - 17
15 APRIL 1989

INCIDENT: MAJOR OIL SPILL, VALDEZ, ALASKA
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VESSEL REFLOATED AND AT ANCHORAGE: T/V EXXON VALDEZ ANCHORED OUTSIDE BAY, NAKED ISLAND IN POSITION 60-38.0 N, 147-28.8W. A 32 FT WATER CUSHION IS IN EACH OF THE DAMAGED TANKS. SLIGHT SHEEN COMES FROM VESSEL PERIODICALLY. 14,500 FT OF SORBENT BOOM AROUND VESSEL. 4

BALLAST BEING CLEANED FOR REPAIRS. THIS TANK MAY BE THE ONLY TANK THAT IS REPARABLE. VESSEL STRENGTH CONTINUES TO BE ANALYZED. THE VESSEL'S ENGINES ARE OPERATIONAL. 15,000 BBLs OF OIL HAVE BEEN MOVED FROM FOUR DAMAGED TANKS TO UNDAMAGED SLOP TANKS. APPROX. 23,600 BBLs OF WATER/OIL MIXTURE HAVE BEEN REMOVED FROM THE VESSEL. THE SLOP TANK WILL BE EMPTIED INTO INTO A 65,000 BBL BARGE WHEN IT ARRIVES ON SCENE. INTERNAL TANK SURVEYS TO BE CONDUCTED TO DETERMINE THE EXTENT OF DAMAGE.

BOOMING: 124,500 FT OF CONTAINMENT BOOM, 108,100 FT OF ABSORBENT BOOM, AND 14,500 FT OF BOOM AROUND EXXON VALDEZ HAVE BEEN DEPLOYED. TOTAL BOOM DEPLOYED IS 247,100 FT. ADDITIONAL SKIMMER, BOOM, DRACONES, AND WASTE OIL BARGES BEING DELIVERED TO VALDEZ, ETA 15 APR 89.

SKIMMING: SKIMMING OPERATIONS RESUMED ON 11 APRIL. A TOTAL OF 38 SKIMMING SYSTEMS ARE WORKING IN PWS. SKIMMING OPERATIONS TO CONCENTRATE IN NATURAL COLLECTION AREAS OF SAW MILL BAY, PT. HELEN, PERRY PASSAGE, KNIGHT ISLAND PASSAGE, AND HERRING BAY. 21,000 BBLs HAVE BEEN RECOVERED. MOVING TO WEST OF RESURRECTION BAY DUE TO LACK OF RECOVERABLE OIL IN BLYING SOUND.

BEACH CLEAN UP: EXXON HAS AGAIN SUSPENDED ALL BEACH CLEAN UP ACTIVITY, AFTER A 6 HR RENEWED EFFORT, PENDING A PRE-CLEAN UP ASSESSMENT TEAM EVALUATION IN CONJUNCTION WITH THE WORK PLAN PROPOSAL. THE WORK PLAN IS TO BE FORMULATED BY EXXON AND MUST ADDRESS LONG TERM BEACH CLEAN UP SUPPORT, AS WELL AS ANTICIPATED ACCOMMODATION PROBLEMS. SEVERAL QUESTION HAVE BEEN RAISED ABOUT THE USE OF EXXON'S WARM WATER WASHING SYSTEM FOR SHORELINE CLEANUP. AMONG THE POINTS THAT NEED TO BE ADDRESSED ARE THE MOVING OF THE EQUIPMENT, NEED FOR FRESH WATER, SHORT FEED LINES AND THE NEED FOR POSITIVE PRESSURE. A DEMONSTRATION OF SHORE LINE CLEAN UP TECHNIQUES WILL BE GIVEN TO THE SHORE LINE CLEAN UP COMMITTEE ON 16 APR 89. EXXON HAS PROCURED 195 WARM WATER WASHING SYSTEMS TO BE EMPLOYED IN BEACH CLEAN UP OPERATIONS.

OPERATIONS: THE COMMANDANT REMAINS AT VALDEZ. THE CLEAN UP AREA HAS BEEN DIVIDED INTO FIVE SECTORS: THE AREAS NORTH, WEST, EAST AND SOUTH OF KNIGHT ISLAND, AND THE AREA OUTSIDE OF PRINCE WILLIAM SOUND. A COMMAND VESSEL WILL BE ASSIGNED TO EACH QUADRANT. A CG STRIKE TEAM MEMBER WILL BE ON BOARD EACH COMMAND VESSEL. SKIMMERS ARE BEING RELOCATED AS NEEDED. CLEAN UP EFFORTS AND EQUIPMENT CONTINUE TO BE DEPLOYED IN THE AREA OF NAKED ISLAND AND ELEANOR ISLAND WHERE RECOVERABLE AMOUNTS OF OIL IN THE WATER HAVE BEEN OBSERVED IN RECENT

OVERFLIGHTS. ETA SOVIET SKIMMER VESSEL VAYADAGHUBSKIY IS 20 APRIL 89. ADDITIONAL AIR OPERATIONS NEEDED TO LOCATE OIL AND BEST UTILIZE SKIMMERS AND FISHING VESSELS THAT ARE USING HERRING NETS TO BREAK UP MOUSSE.

MSO ANCHORAGE: SKIMMER OPERATING THE BLYING SOUND, BUT NO RECOVERABLE OIL WAS FOUND. IRIS AND STORIS LEFT HOMER TO MEET WITH A MARCO SKIMMER TO WORK IN THE CAPE ELIZABETH AREA/KENNEDY ENTRANCE. THE CANADIAN GT-185'S AND THE MARCO SKIMMERS ARE HAVING THE MOST SUCCESS, AT THE PRESENT TIME, BUT THE SKIMMERS WILL NEED PREVENTIVE MAINTENANCE SOON.

15 APRIL 1989

<u>WEATHER INFORMATION</u>	<u>WINDS</u>	<u>SEAS</u>	<u>CLOUDS</u>
PRINCE WILLIAM SOUND:	15 KTS	3 FT	MOSTLY CLOUDY
GULF OF ALASKA:	15 KTS	3 FT	MOSTLY CLOUDY

EXTENDED FORECAST: WEATHER FRONT FROM THE WEST BRINGS A CHANCE OF SHOWERS, SOUTH OR SOUTHWEST WINDS UP TO 15 KNOTS.

US Department
of Transportation
United States
Coast Guard



Commandant
United States Coast Guard

Washington, D.C. 20393-0000
Staff Symbol:
Phone:

COMMAND CENTER INCIDENT MEMO

VALDEZ - 18
16 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 BSC
NAVY SUPSAL
PIAT
ERT

LOCATION: PRINCE WILLIAM SOUND

OSC: M50 VALDEZ

SUMMARY:

OIL POLLUTION SURVEY: USCG HH-3F OVERFLIGHT SHOWED NO OIL IN KACHEMAK BAY OR EAST SIDE LOWER COOK INLET. PATCHES OF SHEEN AND MOUSSE SIGHTED BETWEEN PERL ISLAND AND CHUGACH ISLAND; SHEEN AND MOUSSE IN WINDROWS SIGHTED FROM EAST CHUGACH ISLAND TO NUKA BAY; LARGE AREA OF MOUSSE PATCHES AND SHEEN LOCATED APPROX. 8 MILES SOUTH SOUTHEAST OF EAST CHUGACH ISLAND. PATCHES OF MOUSSE SIGHTED IN WHIDBEY BAY EAST OF CAPE RESURRECTION. 1' TO 2' WIDE BROWNISH FOAM SEEN ON APPROX. 2,000' SECTION OF BEACH ON BIG FORT CHANNEL, SHUYAK ISLAND. THICKNESS OF OIL DISABLED MARCO V SKIMMER WEST OF CAPE RESURRECTION, 5,000 - 10,000 GALLONS OF OIL TRAPPED IN BOOM BUT CAN'T BE PUMPED, CORRECTIVE ACTION PLANNED.

VESSEL REFLOATED AND AT ANCHORAGE: T/V EXXON VALDEZ ANCHORED OUTSIDE BAY, NAKED ISLAND IN POSITION 60-38.0 N; 147-28.8W. A 32 FT WATER CUSHION IS IN EACH OF THE DAMAGED TANKS. 14,500 FT OF SORBENT BOOM AROUND VESSEL. 4 STD BALLAST MAY BE THE ONLY TANK THAT IS REPAIRABLE. ALL BUT 4 TANKS HAVE BEEN WASHED. VESSEL STRENGTH CONTINUES TO BE ANALYZED. THE VESSEL'S ENGINES ARE OPERATIONAL. INTERNAL TANK SURVEYS CONTINUE TO VERIFY THE EXTENT OF DAMAGE. TOWING PLAN BEING FORMULATED. WORK WITH ABS, USCG, AND USN CONTINUES.

BOOMING: BOOMS IN SAWMILL, MAIN, ESHAMY, McCLURE BAYS AND ESTHER ISLAND ARE PROVING TO BE EFFECTIVE IN PROTECTING THE FISH HATCHERIES. ADDITIONAL SKIMMER, BOOM, DRACONES, AND WASTE OIL BARGES BEING DELIVERED TO VALDEZ 15 APR 89.

SKIMMING: SKIMMING OPERATIONS RESUMED ON 11 APRIL. A TOTAL OF 38 SKIMMING SYSTEMS ARE WORKING IN PWS. SKIMMING OPERATIONS TO CONCENTRATE IN NATURAL COLLECTION AREAS OF SAW MILL BAY, FT. HELEN, PERRY PASSAGE, KNIGHT ISLAND PASSAGE, AND HERRING BAY. 23,000 BBLs HAVE BEEN RECOVERED. MOVING TO WEST OF RESURRECTION BAY DUE TO LACK OF RECOVERABLE OIL IN BLYING SOUND.

BEACH CLEAN UP: 220 CONTRACT EMPLOYEES WORKING DIRECTLY ON SHORELINE CLEAN UP. FINAL PLANS FOR THE LONG RANGE BEACH CLEAN UP PENDING, HOWEVER A TEST IS SCHEDULED FOR 16 APRIL ON SMITH ISLAND. THE WORK PLAN IS TO BE FORMULATED BY EXXON AND MUST ADDRESS LONG TERM BEACH CLEAN UP SUPPORT, AS WELL AS ANTICIPATED ACCOMMODATION PROBLEMS. SEVERAL QUESTIONS HAVE BEEN RAISED ABOUT THE USE OF EXXON'S WARM WATER WASHING SYSTEM FOR SHORELINE CLEANUP. AMONG THE POINTS THAT NEED TO BE ADDRESSED ARE THE MOVING OF THE EQUIPMENT, NEED FOR FRESH WATER, SHORT FEED LINES AND THE NEED FOR POSITIVE PRESSURE.

OPERATIONS: ADM YOST REMAINS AT VALDEZ. THE CLEAN UP AREA HAS BEEN DIVIDED INTO FIVE SECTORS; THE AREAS NORTH, WEST, EAST AND SOUTH OF KNIGHT ISLAND, AND THE AREA OUTSIDE OF PRINCE WILLIAM SOUND. A COMMAND VESSEL WILL BE ASSIGNED TO EACH QUADRANT. A CG STRIKE TEAM MEMBER WILL BE ON BOARD EACH COMMAND VESSEL. SKIMMERS ARE BEING RELOCATED AS NEEDED. CLEAN UP EFFORTS AND EQUIPMENT CONTINUE TO BE DEPLOYED IN THE AREA OF NAKED ISLAND AND ELEANOR ISLAND WHERE RECOVERABLE AMOUNTS OF OIL IN THE WATER HAVE BEEN OBSERVED IN RECENT OVERFLIGHTS. ETA SOVIET SKIMMER VESSEL VAYADAGHUBSKIY IS 20 APRIL 89. AIR OVERFLIGHTS ARE BEING USED TO LOCATE OIL AND BEST UTILIZE SKIMMERS AND FISHING VESSELS WHICH ARE USING HERRING NETS TO BREAK MOUSSE.

MSO ANCHORAGE: BIRD REHAB FACILITY SET UP AT NATIONAL GUARD ARMORY, KODIAK, AND OTTER CLEANING STATION SET UP AT ALCOD CANNERY, KODIAK. ADDITIONAL BOAT CLEANING STATION ESTABLISHED AT BELDOVIA FOR VESSELS UP TO 100'. CGC STORIS PROVIDING SUPPORT FOR 2 MARCO V SKIMMERS IN MOVE TO VICINITY OF CAPE ELIZABETH/CHUGACH ISLAND. THE CANADIAN GT-185'S AND THE MARCO SKIMMERS ARE HAVING THE MOST SUCCESS AT THE PRESENT TIME, BUT THE SKIMMERS WILL NEED PREVENTIVE MAINTENANCE SOON. CGC MORGENTHAU COORDINATING HELO INFO/VSL OPS. EXXON, USCG, & LOCAL FISHERMEN CONTINUE JOINT EFFORTS.

16 APRIL 1989

<u>WEATHER INFORMATION</u>	<u>WINDS</u>	<u>SEAS</u>	<u>CLOUDS</u>
PRINCE WILLIAM SOUND:	15 KTS	3 FT	MOSTLY CLOUDY
GULF OF ALASKA:	15 KTS	5 FT	MOSTLY CLOUDY

EXTENDED FORECAST: WEATHER FRONT FROM THE WEST BRINGS A CHANCE OF SHOWERS, WINDS SHIFTING FROM SOUTHWEST TO SOUTH UP TO 15 KNOTS, RAIN BEGINNING BY SUNDAY MORNING.

Friday, April 14, 1989, The Anchorage Times

Exxon told to produce cleanup plan

By FRED BAYLES
Associated Press

VALDEZ — The head of the Coast Guard, saying he has stern orders from President Bush, has given Exxon until Saturday to produce a cleanup plan for the nation's largest oil spill.

As the remainder of the oil slick from the Exxon Valdez continued to break up today, attention turned to the long task of cleaning up Prince William Sound, one of the world's most untarnished waterways until the supertanker ran aground.

It had been feared that oil might move around Gore Point southwest of Prince William Sound and north into Cook Inlet, where a lucrative halibut fishery is scheduled to open in a month. But it appeared today that choppy seas were continuing to disperse the spill, churning parts of it into a chocolate mousse-like substance.

"It's mostly due to the weather, it's breaking up," Chief Coast Guard Petty Officer Roy Compton said this morning. "They're seeing patches of sheen and a little bit of mousse in the Gore Point area."

Compton said damage assessment still was not complete on the Exxon Valdez, which was nestled in a cove on oil-blackened Naked Island. Repairs were under way but "it's going to be a while before they're all finished," he said.

Exxon announced Thursday that it would make a \$15 million "down payment" on a fund for studies of the impact of the spill, and federal investigators announced hearings next month into the cause of the disaster.

Coast Guard Commandant Paul Yost set the Saturday deadline for the oil company's cleanup plan after he arrived here Thursday to take charge of

See Exxon, page A-8

Exxon: Must produce plan

Continued from page A-1

the operation. Yost indicated that he believed the company, already a week late in meeting a similar deadline set by the state, would produce the plan.

He said he brought assurances from the Bush administration that everything possible was being done, but described the magnitude of the 10.1-million-gallon spill as overwhelming.

"There's not a contingency plan, whether it's San Francisco Bay, whether it's New York Harbor, whether it's Puget Sound, there's not a contingency plan that exists that would have addressed a spill . . . of 10 million gallons," Yost said.

The Coast Guard has been

given final authority over the cleanup of the oil that poured from the tanker, which veered sharply out of shipping lanes three weeks ago and slammed into a treacherous and clearly marked reef. The captain, a convicted drunken driver, failed sobriety tests about nine hours later.

Yost said President Bush sent him "to take personal oversight of the coordination of this cleanup that Exxon's doing."

"Things are getting better, and we're going to do everything we can to expedite the cleanup," Yost said after flying over the area.

Yost demanded a cleanup plan including details on the

number of workers, equipment and logistics, saying he considers his relationship with the oil company to be adversarial.

"I have some marching orders from the president of the United States and it means it is not a happy or cory relationship with Exxon," he said.

Exxon's failure to produce a plan has angered state officials, who earlier requested a Coast Guard takeover of the cleanup. On Thursday state environmental chief Dennis Keiso said he still had not received such a plan, even though he requested one weeks ago.

Jan Cool, an Exxon spokeswoman, said the company had no comments on Admiral Yost's statements.

Admiral wants to water-blast oiled beaches

Coast Guard commandant's call to action gets a mixed response

By CHARLES WOLFORTH
San News Columnist
Copyright 1969
Anchorage Daily News

VALDEZ — Adm. Paul Yost, the commandant of the Coast Guard, wants to Morlag Bay and stuck his hand to clean the fouled beaches of Prince William Sound. Yost said the sound needs massive high-pressure, hot-water blasting to clean the oil off beaches and rocks, even if the work kills everything in its path, because organisms would then have a clear environment to regenerate.

The decision was a split between a team where a flock of scientists and officials had been meeting thinking they would decide what would be done and how. For a time, public officials screamed and screamed and screamed from questions

while they prepared a post-mortem.

By Friday evening, the NOAA experts had talked to the admiral again. Scientists landed again on their perch, and said a variety of methods would be used, as in their original plan. And state officials said they, too, have final authority over what happens on the beaches of Prince William Sound.

Life continued its unsteady but not unpredictable course here, on Day 12 of the largest oil spill in U.S. history.

As the days have flown away since the tanker Exxon Valdez hit Dutch Reef and sent more than 10 million gallons of North Slope crude meandering through Alaska waters, President George Bush has been stung by critics for the federal government's slow response to the disaster. The spill has cost

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Coast Guard Commandant Adm. Paul Yost speaks on the progress of the oil spill cleanup Friday in Valdez.

OIL SPILL: Coast Guard commandant wants to water-blast beaches

Continued from Page A-1

Yost's plan to allow oil drilling in the Arctic National Wildlife Refuge — for this year at least — and has put his offshore oil leasing program in jeopardy. The president has responded by sending fast-acting, offering troops, and dispatching Yost to take control of efforts to deal with the spill.

Since his arrival, Yost has raised the Coast Guard's profile considerably.

Evidence of Yost's presence surfaced at the state Department of Environmental Conservation's daily early morning press conference Friday.

"I believe there's a consensus developing for hot-water, high-pressure flushing," said Larry Dietrich, the DEC's director of environmental quality.

That was news, because at a large meeting of scientists 10 hours before the conference was for cold-water, low-pressure flushing, so it had been for more than a

Yost believes that there's a consensus that hot water

would be a tough technique for the biological life on the beach, but I think there's a consensus that it would be better to do that and destroy the biological life on the beach and let it regenerate," Dietrich said.

The consensus, it turned out, had come from Yost, who had declared at another meeting of higher officials Thursday night that hot water was the way to go. As for the plans of the scientists he said Friday morning, he would listen to them, but the final decision would be his.

"You can't do it by committee, and we have a number of committees here," Yost told reporters gathered in the Coast Guard mess hall. "I told them last night, 'I'm not here to run it by committee. I'm here to fight a war.'"

And his decision: "The only way to clean up the beaches is with high-pressure, high-temperature salt water. You're not going to be able to do it with low-pressure, cold salt water, because it won't work."

A video tape of the cold-water flushing technique provided by the Coast Guard appeared to confirm what observers have said about it: The washing gets up the thin oil on the surface, but appears to leave some of the thick brown

goo on the tape, a flexible yellow hose was pinned along the top of the beach. It had holes along it, creating a series of dug channels in the beach. Four men with hoses stood below, looking like suburbanites washing their driveways. Their strong jets of water were intended to agitate the surface rocks to get the oil off. A boom and an oil skimmer were intended to pick up the oil washed off the beach and into the water.

Yost presented the various agencies involved with a plan April 8 calling for the cold water wash on most sensitive beaches and hot water (spraying on rocks where there is not much life and it is important to get rid of oil before sea life pupae are born.)

But Yost said Friday

morning the oil has become too sticky for cold water. "We want out and walked the beach and stuck his hand in the stuff," said Lt. Commander Jim Wimpson. "He's saying that the time of cold water and rope has passed."

Yost's talk of the press conference was tough and quotable. Though he wouldn't criticize Exxon, he did say only "seven or eight at nine" of the company's skimmers were working effectively on the thick, weathered oil. Exxon has been claiming it has 40 skimmers. And he said he had given the company until tomorrow to finish its plan for dealing with the oil spill, but wouldn't say what he'd do if Exxon didn't meet his deadline. The press conference was furnished by a brief call from Yost, who Yost said was able to understand the need for air support of oil skimmers because he had been a fighter pilot in World War II.

But by the end of the day, it was unclear if Yost's decision would carry any weight.

After talking to Yost Friday, NOAA beach specialist Jacqui Michel said the cold-water washing will still be used first, to be followed by the hot-water method in a week or two. She said terms of biologists will go to each beach to decide what will be done there.

"I think (Yost's) strategy is to get the oil off the beach one way or the other," Michel said. "I don't think anyone knows exactly what he has in mind."

She said Yost added impetus to the hot-water technique, which was previously unpopular.

There is little scientific knowledge on what happens when hot water is used to clean shores like those of the Sound, scientists said. Steam cleaning was used heavily on the Amoco Cadiz spill in France, and in some places did more harm than good, said Lance Trasky, of the Alaska Department of Fish and Game.

Bruce Baker, deputy director of the department's habitat division, discussed the trade-off of using hot

water with Yost at Thursday night meeting. The reason this is done is for biological reasons, and when you get to the point where the biological costs outweigh the logical benefits, then you're not making the decision for biological reasons," said he told Yost.

Baker still likes the plan that all the agencies agreed to April 8. "It turns out, he probably wants to say about Yost."

The beaches belong to the state of Alaska, and the department of Natural Resources has the right to decide what will happen on them, said Rich Thompson, DNR's Division of water management. He said the DNR would permit for whatever the department of Fish and Game and Environmental Protection agree to harbor.

"Ultimately, in our authority, we want to say yes or no to cleanup activities on the islands," Thompson

Anchorage Daily News Sunday, April 16, 1989

Exxon submits its cleanup plan

Daily News staff and wire

Coast Guard Adm. Paul Yost got his cleanup plan from Exxon on Saturday, Day 23 of the largest oil spill in U.S. history, and said he liked it.

Then he said it would take a while to get the cleaning going.

"I don't think with a plan of this magnitude that you can school up, hire the people and train the people and bring in the support vessels in less than one or two or three weeks," Yost said.

The oil has been marauding through Prince William Sound since March 24, when the tanker Exxon Valdez spilled more than 10 million gallons after running aground on Bligh Reef. Efforts to contain it or clean it up have been ineffective.

Scientists estimate that, based on the record of other major spills, no more than 20 percent of the oil will

Please see Page A-5, OIL SPILL

Continued from Page A-1

ever be recovered. So far, Exxon claims to have recovered about 8 percent.

While federal, state and oil company officials have engaged in three weeks of preparing, interspersed with trying to place and avoid blame for the ineffectiveness of their efforts, the oil has spread far and wide. It has stained hundreds of miles of coastline in the Sound. It has killed creatures as small as snails and as large as sea otters. It has killed birds by the thousands. A precise count of the types of creatures dying and their numbers is not possible.

In that time, officials credit themselves with successfully removing the 42 million gallons of oil that remained on the tanker and refloating the vessel, and with protecting four Sound salmon hatcheries from the oil.

At a news conference in Valdez, Yost, the man President Bush sent from Washington, D.C., to take charge of the spill, said he was

happy to have Exxon's plan.

"I'm very encouraged by the plan. That doesn't mean I've approved it or accepted it or agreed with it, but it does mean that I think they have spent a lot of time on it ... and it's at least a start." He said he would review the plan over what remained of the weekend.

Yost, who said Friday that steam cleaning was the way to get the oil off the beaches, also said Saturday that he had promised Exxon Co. USA President William D. Stevens that he would get approval from various scientific advisers before using the technique, which kills everything in its path.

Some oil has escaped from the Sound and is fouling shores and killing creatures along the Gulf of Alaska. Among the places it has gone are the shores of two national parks.

Boats and spotter aircraft were dispatched Friday and Saturday from Homer to track the oil being deposited on the shoreline of Katmai National Park, on the Alaska Peninsula, famous for its

brown bears and volcanic ruins. Coast Guard helicopters cruised around Kodiak Island, searching for oil advancing into Shelikof Strait or washing up in island bays.

Katmai Park Superintendent Ray Bane, in King Salmon, said he particularly feared for the big bruins, just now coming out of winter hibernation. The bears are hungry, he said, and they are heading for the beaches to scavenge for carcasses washed in by the waves and the tides.

"Bears are notorious for eating almost anything, especially in the spring," Bane said. "If those carcasses have been coated with oil, or animals that have ingested oil, they could be toxic."

The big coastal brown bears also dig for razor clams, Bane said, which could also expose them to oil washed ashore. "It's an amazing sight. They wait for the tide to go out. They are better at it (digging clams) than any person I've seen."

On Saturday, oil had come ashore at Cape Doug-

OIL SPILL: Exxon gives Guard cleanup plan; Yost says starting it will take time

las and south at Big River, said Garey Costney, the National Park Service spill response coordinator in Homer.

The slicks and oil-water foam and patches of tarry blob oil, and the surface sheen that heralds their presence, appeared to be rounding the southern tip of the Kenai Peninsula, then swinging across lower Cook Inlet to bend southward along the shore of the Alaska Peninsula, according to state and federal spill trackers.

One boat was dispatched from Homer Friday to the Katmai coast to begin surveying oil deposits and collecting samples of oiled birds or marine mammals, Costney said. Another was scheduled to depart Saturday evening, and a third on Monday, he said.

Bane said the Katmai coast varies from high cliffs to nearly flat salt water marshes and estuaries. Some beaches are broad and sandy, he said, while others are rocky and steep.

At least for the moment,

much of the park coastline still appears free of oil. The Saturday Coast Guard helicopter flight from Kodiak spotted no signs of any oil on the coast, said Cmdr. Ed Page, a Kodiak-based oil spill coordinator.

In the Kodiak area, the only signs of oil were small pockets stuck in a few bays of Shuyak Island.

Page said that boats equipped with oil absorbents would head out to the island to mop up the oil.

In the meantime, a fleet of Kodiak fishing boats is dragging herring nets through Gulf of Alaska slicks, in an attempt to break up the oil, Page said.

By Saturday evening, oil had not pushed farther toward Homer than the entrance to Kachemak Bay, according to the Homer spill operations center. Two U.S. Navy skimmers were stationed Saturday at Port Graham, near the mouth of the bay, and an Army helicopter had arrived for use as a slick spotter to direct the skimmers, according to Coast

Guard Commander William Morani Jr.

The oil from the March 24 spill also has coated many of capes and headlands along the shore of Kenai Fjords National Park.

Chief Ranger Peter Fitzmaurice said dark brown, oily foam has washed onto many of the east- and north-facing shorelines in the park. Lighter slicks and sheen have worked into several bays, including Nuka Bay and Resurrection Bay, he said.

Spotting and tracking oil has proved a less than exact science. There have been consistent reports of oil just below the surface. Fitzmaurice said a skimmer vessel working in Resurrection Bay near Seward collected about 5,000 gallons of oil in 90 minutes from an area that was marked on the surface only by light sheen.

"Submerged oil is going to be one of the challenges," said Gary Baldwin, of the Anchorage firm Chempro Environmental Services, working out of Homer as an adviser for the state.

Yost 'encouraged' by cleanup plan

Estimates 2-3 weeks to execute

By PAUL JENKINS
Associated Press

VALDEZ — Exxon's long-awaited plan to clean shores stained by America's worst oil spill was presented Saturday to the head of the Coast Guard, who said he found it encouraging but cautioned that it might take three weeks to implement fully.

On a day marked by the closure of a herring fishery and fears that bears would be poisoned by oil-tainted carcasses in Katmai National Park, Adm. Paul Yost emerged from a meeting with Exxon officials carrying a plastic-bound document labeled Shoreline Cleanup Execution Plan.

"It appears to be a piece of work that's well thought-out, scientifically and operationally, and I'm very encouraged by the plan," Yost said.

However, he said he would not approve the detail- and chart-filled 20-page plan until he had examined it over the weekend and thought it likely to take two or three weeks to fully implement.

Yost was to meet Monday with Exxon officials in Valdez after his staff, Alaska officials and fishermen examine the document.

Department of Environmental Conservation commissioner Dennis Kelso, who had criticized

See Plan, page A-10

Continued from page A-1

Exxon harshly for failing to produce the plan earlier, also attended the meeting.

He said it was too early for the state to comment on the plan, but that he would brief Gov. Steve Cowper this weekend, and he expected Cowper also to respond Monday.

As for Yost's comment that the plan might take two or three weeks to implement, he said, "I wish it was two or three weeks ago."

Exxon spokesman Don Cornett said the company would not discuss its plan until after Yost had fully reviewed it.

The logistics for the cleanup will be staggering. The 44 crucial sites selected by the state for immediate action have at least 240



Adm. Paul Yost
... studying Exxon's report

miles of often-rugged shoreline, and there are about 3,000 rocky

Plan: Local residents continue ad hoc efforts to fight spill

beaches in all tainted by oil.

Meanwhile Saturday, fishing boats carried makeshift barriers toward the oil-fouled coast of Katmai National Park, where bears emerging from hibernation were feared feasting on tainted and potentially toxic carcasses and clams.

Shifting winds threatened to push balls of tarlike sludge toward Homer and other Cook Inlet communities on the tentacles of America's worst-ever oil spill spread in several directions.

Battles were waged on various fronts, some of them hundreds of miles from where the tanker Exxon Valdez ran aground March 24 and spilled 11.1 million gallons of thick crude oil.

During the morning, Yost watched an armada of boats skim oil from the surface of the resource-rich waters of Prince

William Sound, where the damage was worst.

"Skimming operations were very effective," Yost said. "They were in a lot of oil. I was very impressed with the amount of boats, the amount of skimmers and the amount of support there."

Yost said he wants to see the recovery operation pick up tempo so that "in two or three weeks we have a sizable number of people, maybe in the hundreds, on the beach."

John Shannon, assistant secretary of the Army, said the Pentagon had decided to send in additional helicopters, two amphibious Navy "floatels" and two U.S. Army Corps of Engineer dredges.

The amphibious ships, due to arrive in about a week, can sleep more than 1,000 people each —

precisely the type of support that state officials have found lacking as they face the staggering task of cleaning the rocky coast.

The National Weather Service said 15-knot southerly winds would blow until Sunday morning at the tip of the Kenai Peninsula, moving the oil sheen and tarry sludge into Cook Inlet. The winds were expected to shift to the west later Sunday, pushing the oil toward Homer, Seldovia and other fish-rich communities on Kachemak Bay.

Data manager Al Heischer of the National Oceanic and Atmospheric Administration said drainage winds blowing down Kachemak Bay from the east would help counter the westerly winds. He expected only scattered splatters of tar such as those already seen in the nearby Port Graham and the English Bay

areas.

Oil had not yet been seen in Kachemak Bay, a popular tourist and recreation area, but a tally of its deadly toll began. About 150 volunteers started a two-day walk to cover more than 100 miles of the bay's convoluted shoreline at low tide.

"We're getting reports of dead birds and dead mammals," said Joste Bills, volunteer coordinator for the Center for Coastal Studies, a local environmental group. She said it would be late Sunday before she could file any firm figures.

In Homer and other communities around Kachemak Bay, crews continued to build crude, home-style deflection booms out of logs and plastic. Teams of local fishing boats were busy deploying the booms along the many coves, rivers and lagoons.

Exxon Issues Clean-Up Plan

Oil Firm Sought Techniques That Are Least Harmful to Environment

By Matt Lait

Special to The Washington Post

VALDEZ, Alaska, April 15—More than three weeks after the nation's worst oil-tanker spill, Exxon officials today complied with a Coast Guard order and produced a written plan detailing how they intend to clean up the 240 miles of polluted Alaskan shoreline.

"We have been working to complete a comprehensive onshore clean-up plan with the various agencies and organizations involved over the past three weeks to come up with the best balance of clean-up techniques with minimal environmental damage," said Otto R. Harrison, general manager for Exxon Co. USA.

The Coast Guard demanded the report after Exxon failed to produce a plan for the spill, which occurred March 24 when the tanker Exxon Valdez ran aground Bligh Reef. Coast Guard Commandant Paul A. Yost Jr., who arrived in Valdez Thursday, announced that President Bush had sent him here to "take personal oversight of the coordination of this cleanup that Exxon's doing."

At a news conference today, Yost held up the 20-page document and said, "I'm very encouraged by the plan. That doesn't mean I've approved it or accepted it or agreed with it, but it does mean that I think they have spent a lot of time on it ... and it's at least a start."

He said it would be evaluated over the weekend, but even if the plan is approved quickly, it may take weeks before serious beach cleaning efforts start. "I don't think with a plan of this magnitude that you can school up,

hire the people and train the people and bring in the support vessels in less than one or two or three weeks."

State officials made a similar request for a clean-up plan two weeks ago, but Exxon ignored it, Department of Environmental Conservation (DEC) Commissioner Dennis Kelso said.

So far, the effort to clean up the 10.1 million gallons of oil dumped into Prince William Sound, and spreading throughout the Alaskan Gulf, has been a confused and often frustrating ordeal for those involved.

"Exxon's initial response has been inadequate," Kelso said. He said Exxon's cleanup effort to date has been "complicated and hampered by a lack of organization and a lack of understanding of how big the problem was. . . . This is a major event, world-scope."

Exxon's delays and what a DEC spokesman called "toot-dragging" have angered state officials who had earlier asked the Coast Guard to take charge of the cleanup operation.

Coast Guard spokesman Todd Nelson said the plan must address the cleanup of beaches in an "efficient and expedient way." He declined to say what the Coast Guard will do if Exxon's plan is deemed inadequate.

Steam and hot-water sprayed under high pressure may be used to clean some beaches, according to Larry Dietrich, DEC director of environmental quality. The technique is controversial because it kills organisms on and beneath the surface of the beach. Dietrich has said, however, that launching a beach clean-up effort will be difficult "until the floating product is cleaned up."

At today's news conference, Yost said that Exxon Co. USA President William D. Stevens has asked that "before I direct him to do any beach cleanup using any method, but particularly the hot water or steam, that I have the okay from the primary scientific advisers, which are NOAA [National Oceanic and Atmospheric Administration], EPA [Environmental Protection Agency] and the state of Alaska, and I have told him I would do that. And I don't see any problem with that. We want to do that."

Clifton Curtis, executive director of the Oceanic Society, said Exxon is "playing legal games" in addition to having "conducted the cleanup like Keystone Kops."

In Washington, NOAA General Counsel Timothy R.E. Keeney, whose department worked out the agreement announced last week in which Exxon will provide an initial \$15 million to study the effects of the spill, said that Exxon is "liable for any and all damages" related to the spill, including additional damage caused by the cleanup.

He said NOAA officials in Alaska have indicated that the equipment for cleaning the beaches with high-pressure hot water will not be available for several weeks.

One DEC spokesman said the cleanup has been a "comedy of errors." There have been cases when workers boomed oil to centralized locations to be skimmed off the water only to have the skimmers never arrive. Shore cleanup crews have wasted many hours on flotillas awaiting approval from state officials to start mopping up the beaches, Exxon has

hired scores of workers who have done nothing but wipe oil-stained rocks one at a time by hand. And state officials have learned not to count on the arrival of equipment and have warned reporters to look at Exxon's reports "very carefully."

Exxon has reported that "41 large skimmers . . . remain employed." But DEC official Jeffrey L. March said that "just because they use the words 'employed' or 'deployed' does not mean that they are being used." He said many of the skimmers do not work and that he has seen only about 15 operational skimmers out of the 41.

Equipment from all around the United States and other countries, including a superskimmer from the Soviet Union, is still in transit to Valdez to help with booming and skimming the oil slicks.

As the cleanup slowly unfolds along and as precious time slips away, more shorelines have been polluted and wildlife killed. "We've got this window of between now and the end of summer. If we miss it, we'll have to stop for the winter," Kelso said.

The cleanup plan comes as the oil has made its way along the Gulf of Alaska heading toward Kodiak Island, Resurrection Bay and the Kenai Peninsula.

Residents of Homer on the Kenai Peninsula, fearing booms might arrive too late, have started constructing a makeshift boom of logs, plywood and a thick synthetic material. The materials were supplied by Exxon's clean-up contractor, Veco.

In a related development, Assistant Secretary of the Army John W. Shannon arrived in Valdez today to announce that the Navy has sent an amphibious dock ship and a dock landing ship to help in the cleanup. He said the military will continue to provide logistical support as the Coast Guard deems necessary.



Alaskan fisherman Tim Terrell lifts a sea otter killed by oil into his boat.

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NO-SPILL-SIEGE:RISPEI:GIED 4-16
DIL SPILL STATE OF SIEGE

BY JEFF KEPLINEP

VALDEZ, ALASKA (UPI) -- PEACEFUL LITTLE VALDEZ IS LIKE AN OCCUPIED TOWN LOCKED IN A STATE OF SIEGE EVERY BIT AS DIFFICULT TO SHAVE OFF AS DIL ON A SEA OTTER'S FUR.

AN ALMOST OVERBEARING MILITARY AND POLICE PRESENCE IS IN PLACE AND A TENSION IN THE AIR THAT HAS MADE EXXON OFFICIALS EXTREMELY SECURITY CONSCIOUS.

EXXON'S 10.1 MILLION GALLON DIL SPILL, THE BIGGEST IN U.S. HISTORY, HAS TRANSFORMED THIS TOWN OF 3,600 INTO A VIRTUAL WAR ZONE WITH THE HEADQUARTERS IN TOWN AND THE FIGHTING GOING ON JUST OUTSIDE.

FOR THREE WEEKS SINCE THE EXXON VALDEZ PAN AGROUND MARCH 24, VALDEZ HAS BEEN THROUGH A METAMORPHOSIS UNLIKE ANYTHING SINCE A DEVASTATING 8.4 EARTHQUAKE THAT ALSO OCCURRED ON GOOD FRIDAY 25 YEARS EARLIER.

"OUR COMMUNITY IS IN PERIL ONCE AGAIN," SAID MAYOR JOHN DEVENS, COMPARING THE DIL CRISIS TO THE EARTHQUAKE.

BUT THE RESPONSE TO THE PERIL HAS CHANGED VALDEZ AS MUCH AS THE PERIL ITSELF. THE DEADLY OIL SPILL THAT HAS KILLED THOUSANDS OF BIRD AND OTTER AND CRITICALLY WOUNDED THE FISHING AND TOURISM INDUSTRIES HAS CHANGED THE TOWN ITSELF DURING WHAT COAST GUARD COMMANDANT PAUL YOST CALLS A "WAR." PRESIDENT BUSH EVEN CALLS VALDEZ FOR BATTLE UPDATES FROM YOST.

THE VALDEZ AIRPORT USUALLY HAS JUST A FEW FLIGHTS DAILY AND NO CONTROL TOWER. NOW THERE ARE HUNDREDS OF FLIGHTS DAILY AND A BUSY BIG-CITY AIR TRAFFIC CONTROL OPERATION.

AN AIRPORT SO QUIET THAT IT HAD NO SECURITY AND NO POLICE NOW HAS A CONSTANT POLICE PRESENCE AND THE PUMPAZ BUZZES WITH SPILL-TRACKING PLANES WITH SOPHISTICATED RADAR. THERE ALSO IS A CONSTANT FLOW OF HELICOPTERS, SMALL PLANES CARRYING JOURNALISTS FROM AROUND THE WORLD, MILITARY CARGO PLANES BRINGING IN MORE SPILL EQUIPMENT AND A STREAM OF PLANES DELIVERING POLITICIANS, GOVERNMENT OFFICIALS AND PENTAGON BRNCS.

MORE THAN 1,000 COAST GUARDIEMEN HAVE BEEN SENT TO VALDEZ, PRINCE WILLIAM SOUND AND OTHER AFFECTED COMMUNITIES. AIR FORCE, ARMY AND NATIONAL GUARD OFFICERS WALK THE STREETS.

THE SMALL VALDEZ POLICE FORCE HAS HAD TO CONTENT NOT JUST WITH A HUGE INFLOX OF PEOPLE BUT WITH THREATS OF VIOLENCE AND A FEW UGLY INCIDENTS.

WHILE IN VALDEZ, EXXON SHIPPING CO. PRESIDENT FRANK IAPORI NEVER WENT ANYWHERE, INCLUDING NEWS CONFERENCES, WITHOUT A BODY GUARD BECAUSE OF THREATS ON HIS LIFE, DEVENS SAID.

"WHAT CONCERNS ME IS THE ATTACK ON INDIVIDUAL ALYESKA WORKERS," SAID CITY COUNCILMAN LYNN CHRYSTAL.

ALYESKA PIPELINE SERVICE CO. OPERATES THE TRANS-ALASKA OIL PIPELINE AND THE VALDEZ OIL TERMINAL AND WAS THE COMPANY REQUIRED TO RESPOND TO THE SPILL FIRST UNTIL EXXON, THE SPILLER, COULD TAKE OVER. ALYESKA FAILED TO RESPOND, THE GOVERNOR AND OTHERS HAVE CHARGED.

"ALYESKA EMPLOYEES' VEHICLES HAVE BEEN RUN OFF THE ROAD AND THE WORKERS THEMSELVES HAVE BEEN HARASSED," CHRYSTAL SAID.

THE WIFE OF ONE ALYESKA WORKER SAID COMPANY WORKERS STARTED DRIVING CARE WITHOUT ALYESKA DECALS.

CHRYSTAL BLAMED "OUTSIDE AGITATORS" FOR STIRRING UP TROUBLE.

NEWS CONFERENCES BECAME SO ROWDY WITH ENVIRONMENTALISTS, UNEMPLOYED WORKERS, ANGRY FISHERMEN AND IRATE CITIZENS THAT POLICE TURNED UP IN FORCE AND SEARCHED BAGS AND BACKPACKS. THEN NEWS CONFERENCE WERE CLOSED TO THE PUBLIC AND JOURNALISTS HAD TO SHOW IDENTIFICATION TO GET PAST POLICE.

THERE IS NO GETTING PAST THE GUARDS THAT HAVE TURNED THE EXXON HEADQUARTERS, A PENTED OFFICE BUILDING, INTO AN ULTRA-HIGH-SECURITY ARMED CAMP.

WHILE EXXON OCCUPIES THE SECOND FLOOR OF THE WESTMAN HOTEL, BEFORE TRYING OVER ANOTHER ENTIRE HOTEL, PRIVATE POLICE STOPPED ANYONE GOING UPSTAIRS.

EVEN THE STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION HIRED A PRIVATE SECURITY FORCE.

THERE IS UNHEARD-OF TRAFFIC AT INTERSECTIONS IN THIS TOWN WITHOUT TRAFFIC LIGHTS. RESTAURANTS AND SUPERMARKETS HAVE LINES AS NEVER BEFORE AND RUN OUT OF FOOD TRYING TO SERVE THE INVADING Hordes.

"THERE'S QUITE A STREET IMPACT ON US," DEVENS SAID.

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RHCUAAA/CINCPAC FT SCOTT AFB IL//CC//

RUCLAIA/CDR TRADOC FT MONROE VA//STTG-P//

RUKLDAR/CDRAMC ALEX VA//AMCRE-PC//

RUKGNEA/CDRUSACE WASH DC//CE//

RUWMBHA/CDRUSASIX SFRAN CA //

RUWMFDC/CDR I CORPS FT LEWIS WA//

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BT

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SUBJECT: CHANGE AEROMEDICAL EVACUATION SUPPORT TO ALASKAN OIL
SPILL

REF: DOMS JTF MSG, 120445Z APR 89 SUB: ARMY AEROMEDICAL EVACUATION
SUPPORT TO ALASKA OIL SPILL

1. REF MSG TASKED FORSCOM FOR 6EA UH-60 AEROMEDICAL HELICOPTERS.
REASSESSMENT OF MISSION IDENTIFIES REQUIREMENT FOR ONLY 3EA UH-60
HELICOPTERS AT THIS TIME. THIS REQUIREMENT COULD BE EXPANDED IN
TERMS OF NUMBERS OF AIRCRAFT AND PERSONNEL IN THE FUTURE.

2. LOCATION OF AIRCRAFT IS CHANGED TO BYRANT ARMY AIRFIELD, FT
RICHARDSON, ALASKA.

3. DURATION OF MISSION IS NOT FIRM. MAY CONTINUE UNTIL SEPT 89.

4. AVIM SUPPORT IS BEING COORDINATED ON SITE. DOMS UFT IS TASKING

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NCB WITH MISSION OF PROVIDING UH-60 AVIM SUPPORT.

5. AIRCRAFT SHOULD ARRIVE NLT 192400ZAPR89.

6. AIRCRAFT AND CREWS ARE ATTACHED TO 6TH ID FOR ADMIN, LOGISTICS AND UCMJ AND ARE OPCON TO UTF ALASKA OIL SPILL.

7. AREA AND SAFETY ORIENTATION FOR AIR CREWS WILL BE PROVIDED BY US COAST GUARD.

8. POC DOMS JTF MAJ KEITH, AV 289"8180.

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