



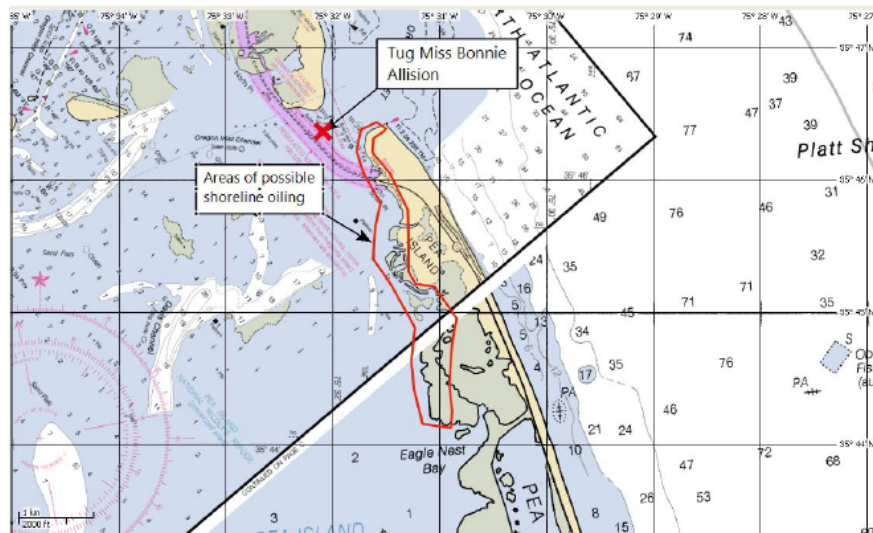
# TUG MISS BONNIE Sinking

- On November 17, 2019, the PCL Civil Constructors Tug MISS BONNIE was attempting to retrieve work barges that broke loose during a major coastal storm event.
- MISS BONNIE capsized on the offshore side of the end of the existing Bonner Bridge with 8 persons on board (all rescued).
- The estimated max potential spill is 3,000 gallons of diesel, and a small but unknown amount has discharged at this time.
- Due to environmental conditions, especially swift currents, traditional boom strategies are ineffective in containing the discharged diesel and salvage is more complex/challenging.



(Above) Tug MISS BONNIE capsized by the Bonner Bridge

(Below) Sheen from MISS BONNIE flowing into Pamlico Sound



(Above) NOAA Spill Trajectory, highlighting ESIs on Pea Island

- NOAA Spill Trajectory identifies beaches and marshes on Pea Island as most at risk.
- PCL has engaged Seaward Marine Corporation for the salvage operations and HEPACO for the pollution mitigation and response.
- PCL submitted a narrative and draft salvage plan, and Sector North Carolina and MSDD Nags Head are currently reviewing.
- On November 19, divers plugged the vents topside on the tug.
- Assuming the plan is accepted, salvage operations will begin as soon as weather permits (ideally on November 20), and it should take less than one day to remove the vessel from the water.
- Additional decontamination and impact assessments will follow the salvage of the tug.

