**Kulluk Accident Fact Sheet:**
**Timeline of the Kulluk Grounding**

**October 2012**
The *Kulluk* finishes Arctic drilling season in Camden Bay in the Beaufort Sea.

**November 2012**
Departure of the *Kulluk* from the Beaufort Sea to Dutch Harbor is delayed due to cold and windy, but routine, Arctic weather. The problems included delay of disembarking personnel due to helicopters without de-icing equipment and pilots unfamiliar with flying on Alaska’s north slope.

**December 2012**
The *Kulluk* and *Aiviq* are in Dutch Harbor preparing for tow to Seattle, Washington to allow for off-season repairs and retrofitting for the *Kulluk*. The vessels are inspected by U.S. Coast Guard, Shell, and others.

**12/21/12**
The *Kulluk* and *Aiviq* leave Dutch Harbor for the 2,000 mile trip to Seattle, travelling at about five miles per hour. The trip is expected to take three to four weeks.

**12/27/12**
The *Aiviq* contacts the Coast Guard reporting that the towing hawser linking the vessel to the *Kulluk* parted in heavy seas, casting the *Kulluk* adrift. The highest significant wave height recorded that day at the two closest functioning buoys to the accident was 24 feet. Waves that size are large but unexceptional. Based on historical data, during a three- to four-week Gulf of Alaska transit one would expect to encounter waves this size at least once.

**12/28/12 12:30 AM**
The *Aiviq* re-establishes tow with a backup emergency towing hawser on the stern of the *Kulluk*. The *Aiviq* subsequently experiences total engine failure, casting both the *Aiviq* and *Kulluk* adrift in the heavy seas and strong winds roughly 50 miles off the coast of Kodiak Island in southcentral Alaska.

**12/28/12 4:30 AM**
The Coast Guard cutter *Alex Haley* arrives on scene and establishes tandem tow of *Aiviq* and *Kulluk* in strengthening 40 mph winds and building 35-foot seas.

**12/28/12 6:30 AM**
The *Alex Haley* reports that its towline had parted and became entangled in the ship’s port propeller. The Coast Guard launches a helicopter crew out of Air Station Kodiak, the coast Guard Cutter *Hickory* out of Homer, and, later, the Coast Guard Cutter *Spar* out of Kodiak to assist at the scene.
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**12/28/12 8:00 AM**  
Power is restored to one of the *Aiviq*’s four main engines, which allows it to hold position with the assistance of the four power generators (thrusters). At 10 AM the restored engine was reported working at reduced capacity.

**12/28/12 9:00 PM**  
Shell requests Coast Guard rescue of the *Kulluk* crew and delivery of engine parts to the *Aiviq*. Engine failures were attributed at that time to poor quality fuel. Repairing the *Aiviq*’s engines became the priority because the *Aiviq* was the only vessel on scene capable of towing the *Kulluk*. The tug *Alert*, which was also capable of towing the *Kulluk*, was dispatched from Prince William Sound and scheduled to arrive on scene mid-day on 12/30/12.

**12/28/12 10:30 PM**  
The Coast Guard is unable to evacuate *Kulluk* personnel due to dangerous conditions.

**12/29/12 2:00 AM**  
The *Kulluk* drops anchor off the coast of Kodiak as a precautionary measure to slow its drift.

**12/29/12 5:00 AM**  
Over 2,000 pounds of parts are delivered to *Aiviq* by Coast Guard helicopters.

**12/29/12 6:30 AM**  
Shell’s response vessel, the *Nanuq*, arrives on scene and connects to the *Kulluk* by tow line to assist the *Aiviq* in keeping the rig stationary. All four of the *Aiviq*’s main engines are reported as functioning, which enables the vessel to keep the *Kulluk* from drifting closer to land.

**12/30/12**  
The Coast Guard evacuates crew from the *Kulluk*.

**12/30/12 4:35 PM**  
The two tow lines connecting the *Aiviq* and *Nanuq* to the *Kulluk* separate. The tug *Alert* arrives on scene and begins evaluating options for reconnecting with the *Kulluk*.

**12/31/12 12:45 AM**  
The *Alert* is able to secure the 400-foot line that was previously the tow line used by the *Aiviq*. Later in the morning, the *Aiviq* also re-establishes tow of the *Kulluk*.

**12/31/12 Morning**  
A plan is developed to seek shelter by towing the *Kulluk* to Port Hobron on the southeast side of Kodiak Island.

**12/31/12 8:48 PM**  
The *Kulluk* runs aground between the north end of Ocean Bay and Partition Cove on Sitkalidak Island at a depth of 32 to 48 feet after the towlines between the *Kulluk* and the two tow vessels parted. The tug *Alert* experienced engine problems that impacted the towing operation; it released its tow line at approximately 8:10 PM due to safety concerns. There are no visible signs of pollution in the area of grounding. Life rafts and debris from the boat are visible on the shoreline in the days following the grounding.
### Kulluk Accident Fact Sheet:
**Timeline of the Kulluk Grounding**

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Event</th>
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</thead>
<tbody>
<tr>
<td>01/06/13</td>
<td>10:10 PM</td>
<td>After several days aground, the <em>Kulluk</em> is refloated off the rocks on Sitkalidak Island. After a safety assessment by Coast Guard personnel the <em>Kulluk</em> is reattached to the <em>Aiviq</em>, which begins towing it to the more sheltered waters in Kiliuda Bay, approximately 45 nautical miles away.</td>
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<tr>
<td>01/07/13</td>
<td>12:15 PM</td>
<td>The <em>Kulluk</em> is anchored in Kiliuda Bay where it will undergo further assessment.</td>
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All photos courtesy of the United States Coast Guard