2009 APSC/SERVS Fishing Vessel Readiness Review Project

Disclaimer

This report was not intended to be a compliance tool, since PWSRCAC has no regulatory authority.

APSC/SERVS Fishing Vessel Readiness Review Project

Report to:

Prince William Sound Regional Citizens'Advisory Council

PWSRCAC Contract No: 703.01.09

Prepared by:

HARVEY CONSULTING

Oil & Gas, Environmental, Regulatory Compliance, and Training

May 20, 2009

Email: sharvey@mtaonline.net
Phone: (907) 694-7994
Fax: (907) 694-7995
PO Box 771026
Eagle River, Alaska 99577

Contents

Executive Summary

Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) requested contractual support to assess how ready the fishing vessels (FVs) on contract to Alyeska Pipeline Service Company (APSC) Ship Escort Response Vessel System (SERVS) are to respond to a major oil spill from the Valdez Marine Terminal (VMT) and its associated tankers.

PWSRCAC requested that four main objectives be met:

a. **Create FV Database**: Develop an excel database of fishing vessel (FV) information using the hard copy printed version of the APSC/SERVS fishing vessel database provided by ASPC/SERVS.

b. **Conduct a Phone Survey:** Conduct a telephone survey to contact 100% of the Tier I fishing vessel fleet and 50% of the Tier II fleet to determine how fast each vessel is capable of responding to an oil spill.

c. **Conduct In-Person Port Survey:** Conduct a port survey of the APSC/SERVS fishing vessels in five ports: Cordova, Homer, Seward, Kodiak, and Whittier. PWSRCAC staff completed the Valdez survey.

d. **Document Findings**: Develop a final report summarizing the project findings.

The fishing vessel fleet requirements are listed in the Prince William Sound Tanker Oil Discharge Prevention and Contingency Plan (PWS Tanker C-Plan) and its associated APSC/SERVS Technical Manual at Tactic PWS-LP-7. The Tanker C-Plan requires:

- 50 Tier I Fishing Vessels to be available within 6-hours of notification;
- 225 Tier II Fishing Vessels to be available within 24-hours of notification (75% of 300 total on contract); and
- An unspecified number of Tier III Fishing Vessels to support response operations after hour 24.

APSC/SERVS provided a database in February 2009 listing 60 Tier I vessels and 293 Tier II vessels on contract. The port and phone survey results were measured against the following criteria:

Tier I: Were at least 50 Tier I fishing vessels on contract and available within 6-hours of notification (83% of the 60 vessels on contract)?

Tier II: Were at least 300 Tier II fishing vessels on contract? And were at least 225 fishing vessels available within 24-hours of notification (75% of 300 vessels on contract)?

Overall,
Overall, captains surveyed for this report thought the APSC/SERVS fishing vessel program was extremely valuable and a critical component of the Prince William Sound (PWS) oil spill response. There was general agreement that having a sufficient number of trained fishing vessels and crew is an important goal worth achieving. Many fisherman applauded PWSRCAC's efforts to conduct these surveys and verify the number and availability of fishing vessels.

Tier I Fishing Vessel Survey Results

The Tier I fishing vessel survey results are summarized in Table 1 below. There are 60 Tier I vessels on contract (10 more than the 50 required by the PWS Tanker C-plan). The port survey found 55 Tier I FVs in the water, ready to be deployed. The port survey did not verify the availability of the captain or functionality of the vessel. The port survey only verified that the vessel was in the water.

A phone survey was conducted by making at least three phone calls over a 6-hour period in an attempt to locate all 60 Tier I fishing vessel captains. The phone survey showed that while 55 vessels were found in the water, only 47 captains verified their ability to deploy within the required 6-hour period.

The port survey concluded there were sufficient vessels in the water, but the phone survey showed that it was not possible to locate at least 50 captains within a 6-hour period. The most significant problem was reaching Cordova and Whittier captains by cell phone because the APSC/SERVS database did not list working cell phone numbers for 43% of the Cordova, and 29% of the Whittier Tier I captains.

Table 1: Tier I Fishing Vessel Findings

Port	FV on Contract as of Feb 2009	C-Plan Requirement 83% To Respond within 6-hours	Port Survey Findings Possible Response within 6-hours	Phone Survey Findings Possible Response within 6-hours
Cordova	35	29	32	**27**
Valdez	18	15	16	15
Whittier	7	6	7	**5**
Overall	60	50	55	**47**
Total			92% available	**78% available**

Note: Shortfalls highlighted in red font

Tier II Fishing Vessel Survey Results

The Tier II fishing vessel survey results are summarized in the table on the following page. There are 293 Tier II vessels on contract, seven (7) less than the PWS Tanker C-plan requirement of 300 Tier II vessels.

Additionally, the PWS Tanker C-plan requires that at least 225 Tier II vessels be available within 24-hours of notification (75% of the 300 Tier II FVs). The port survey found 218 Tier II were possibly available within a 24-hour period. Although this number of vessels is likely to be optimistic because it assumes that winterized vessels stored in nearby port boat yards can be dug out of the snow, equipped, and launched within a 24-hour period. This may not be possible in some circumstances. The port survey did not verify the availability of the captain or functionality of the vessel. The port survey only verified that the vessel existed.

A phone survey was conducted by making at least three phone calls over a 24-hour period in attempt to locate 50% of the 293 Tier II fishing vessel captains. The phone survey showed that it was very difficult to locate Tier II fishing vessel captains; therefore, a number of vessels would not be available to respond to an oil spill within 24-hours. There were a number of reasons that a vessel could not be available within 24-hours including: captain was out of town on vacation, vessel was under repair, captain was on medical leave, the vessel was sold, the vessel was no longer on contract, the vessel sunk, the captain did not have current training or a valid HAZWOPER card. The phone survey showed that while 218 vessels were possibly available to be deployed, only 138 Tier II vessel captains could verify their ability to respond within the required 24-hour period.

Table 2: Tier II Fishing Vessel Findings

Port	FV on Contract As of Feb 2009	C-Plan Requirement 75% To Respond within 24-hours	Port Survey Findings Possible Response within 24-hours	Phone Survey Findings Possible Response within 24-hours
Cordova	106	80	**70**	**53**
Homer	67	50	**44**	**28**
Kodiak	57	43	56	**27**
Seward	23	17	21	**14**
Valdez	15	11	11	**6**
Whittier	25	19	**16**	**10**
Overall	293	220	**218**	**138**
Shortfall	**7**	5		
Total	**300**	225	**73% available**	**46% available**

Note: Shortfalls highlighted in red font

The most significant problem was reaching Cordova and Whittier captains by cell phone because the APSC/SERVS database did not list working cell phone numbers for 47% of the Cordova, and 22% of Seward, and 20% of Valdez, and 20% of the Whittier Tier II captains. A number of the Tier II captains live and vacation outside of Alaska in the winter. Additionally, there is limited ability to deploy large numbers of dry docked vessels in common boat yards in a single tidal cycle. For example, there are 22 large Tier II fishing vessels stored in the Homer boat yard, yet only a portion of these vessels could be launched in a single tide with the available

dock and moving equipment. Over 28% of the Kodiak fisherman lacked HAZWOPER cards and recent training.

The port survey showed that 73% of the Tier II fishing vessels were possibly available. However, the phone survey showed that only 46% of the Tier II vessels were ready to respond for the reasons described above.

Vessel Types on Contract

Table 3 summarizes the vessel types on contract.

Table 3: Vessel Types on Contract

Vessel Type	Number	Percent
Bowpicker	111	31%
Longliner	31	9%
Power Scow	3	1%
Schooner	1	0%
Landing Craft	5	1%
Seiner	142	40%
Sternpicker	45	13%
Tender	5	1%
Cabin Cruiser/Charter	5	1%
Combo	5	1%
	353	100%

Fleet Experience and Participation in Survey

Overall, the fishing vessel fleet was very experienced. On average, captains had over a decade of experience. In general, fishermen thought the fishing vessel program was extremely valuable and a critical component of the APSC/SERVS oil spill response. Most fishermen appreciated PWSRCAC conducting this study; only 4 fishermen out of 353 elected not to participate in the survey.

Project Goals and Objectives

Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) requested contractual support to assess how ready the fishing vessels (FVs) on contract to Alyeska Pipeline Service Company (APSC) Ship Escort Response Vessel System (SERVS) are to respond to a major oil spill from the Valdez Marine Terminal (VMT) and its associated tankers.

PWSRCAC requested that four main objectives be met:

a. **Create FV Database**: Develop an excel database of fishing vessel (FV) information using the hard copy printed version of the APSC/SERVS fishing vessel database provided by ASPC/SERVS.

b. **Conduct a Phone Survey:** Conduct a telephone survey to contact 100% of the Tier I fishing vessel fleet and 50% of the Tier II fleet to determine how fast each vessel is capable of responding to an oil spill.

c. **Conduct In-Person Port Survey:** Conduct a port survey of the APSC/SERVS fishing vessels in five ports: Cordova, Homer, Seward, Kodiak, and Whittier. PWSRCAC staff completed the Valdez survey.

d. **Document Findings**: Develop a final report summarizing the project findings.

The fishing vessel fleet requirements are listed in the Prince William Sound Tanker Oil Discharge Prevention and Contingency Plan (Tanker C-Plan) and its associated APSC/SERVS Technical Manual at Tactic PWS-LP-7. The Tanker C-Plan requires:

- 50 Tier I Fishing Vessels to be available within 6-hours of notification;
- 225 Tier II Fishing Vessels to be available within 24-hours of notification (75% of 300 total on contract); and
- An unspecified number of Tier III Fishing Vessels to support response operations after hour 24.

APSC/SERVS provided a database in February 2009 listing 60 Tier I vessels and 293 Tier II vessels on contract. The port and phone survey results were measured against the following criteria:

> **Tier I**: Were at least 50 Tier I fishing vessels on contract and available within 6-hours of notification (83% of the 60 vessels on contract)?
>
> **Tier II:** Were at least 300 Tier II fishing vessels on contract? And were at least 225 fishing vessels available within 24-hours of notification (75% of 300 vessels on contract)?

Methods

Create FV Database: An excel database of fishing vessel (FV) information was created using the hard copy printed version of the February 2009 APSC/SERVS fishing vessel database provided by ASPC/SERVS. This database was supplemented with data collected during the phone survey and the in-person port survey. APSC/SERVS requested that the FV dataset be kept confidential, because it includes names, addresses and phone numbers. The database and its contents were provided to PWSRCAC, but the names, addresses and phone numbers are not shown in this report, as requested by APSC/SERVS.

Conduct a Phone Survey: A telephone survey was conducted over a three-day period of February 5-7, 2009. A telephone call narrative was developed and approved by PWSRCAC prior to making phone calls. The call narrative is shown in Appendix G.

PWSRCAC requested that 100% of the Tier I fishing vessel fleet be contacted by telephone for the survey. There are 60 Tier I vessels on contract. The C-Plan requires 50 Tier I FV to respond within 6-hours of notification. Eight (8) vessels are on a one hour rapid response. Using the telephone numbers provided by APSC/SERVS, phone calls were made to each Tier I captain over a period of 6-hours. A minimum of three attempts were made to reach the captain over the six hour period. Calls were placed to the cell phone first, and then repeated calls were made to cell and home phones in an attempt to reach the captain during the six-hour period. A message was left on any answering machine reached, requesting a return call. Telephone surveys were completed when the captain was reached and the results were documented in the database. Only a couple captains elected not to take the survey. Most Tier I captains were very helpful and appreciated PWSRCAC looking into the status of the fishing vessel readiness. If a captain could not be reached by telephone, the unsuccessful telephone attempts were documented.

PWSRCAC requested that 50% of the Tier II fishing vessel fleet be contacted by telephone for the survey. The complete list of all Tier II fishing vessels was used and 50% of the total Tier II fleet was selected using Microsoft Excel's random number generator. Since the total Tier II FV database was used as a source for the Microsoft Excel random number generator, an exact 50% split was not made at each port. Some ports ended up with more than 50% surveyed and some slightly less than 50%, but overall, a total of 50% of the Tier II vessels were surveyed.

There are 293 Tier II vessels on contract, according to the APSC/SERVS database provided. The C-Plan requires at least 300 Tier II fishing vessels to be on contract. There is a shortfall of 7 vessels from the initial list.

The Tier II FV goal is for at least 75% of the 300 FV to respond within 24-hours (225 FVs). Using the telephone numbers provided by APSC/SERVS, phone calls were made to each Tier II captain over a period of 24-hours. A minimum of three attempts were made to reach the captain over the 24-hour period. Calls were placed to the cell phone first, and then repeated calls were made to cell and home phones in an attempt to reach the captain during the 24-hour period. A message was left on any answering machine reached, requesting a return call. Telephone surveys were completed when the captain was reached and the results were documented in the database.

Only a couple captains elected not to take the survey. Most Tier II captains were very helpful and appreciated PWSRCAC looking into the status of the fishing vessel readiness. If a captain could not be reached by telephone, the unsuccessful telephone attempts were documented.

Since only 50% of the Tier II captains were surveyed, the results from this survey were extrapolated to the remaining 50% that were not surveyed. The assumption is that the phone survey conducted for one half of the fleet would approximate the results from the other half of the fleet. This is an approximation.

Conduct In-Person Port Survey: An in-person port survey of the APSC/SERVS fishing vessels was conducted by Harvey Consulting, LLC in five ports: Cordova, Homer, Seward, Kodiak, and Whittier. PWSRCAC conducted the Valdez survey and provided Harvey Consulting, LLC with the results of their work to be included in this report. Using the APSC/SERVS database of vessels for each port, a physical survey was completed to verify the location and status of each vessel.

Every slip in each port was checked several times in a 24-hour period to locate the fishing vessels on Tier I or Tier II contract. When a vessel was located, a photograph was taken, and the slip number was entered into the database. Additionally, each boat storage yard was checked to locate vessels that were in dry dock. When a Tier I or Tier II vessel was located, a photograph was taken, and dry dock was entered into the database.

Due to budget limitations, PWSRCAC did not require an in-person survey of each fishing vessel located in a private yard; however, for each vessel that could not be located in water at the port, or in a dry dock storage yard, at least three calls were placed to the captain to attempt to reach them (Tier I vessels over a 6-hour period and Tier II vessels over a 24-hour period). If the captain was reached and would verify the vessel's location, it was documented in the database. If the captain could not be reached, this was documented in the database. Some vessels were located in private yards during the course of the port survey and were photographed, if found.

Some vessels were sold, sunk, were under repair, or no longer on contract. Whenever a captain provided this information, it was documented in the database.

Document Findings: This report documents the project findings. The report contains an Executive Summary, a description of the project goals and a more detailed analysis by port starting with Cordova, followed by Homer, Kodiak, Seward, Valdez and Whittier. Photographs taken at each port are provided as an appendix for each port (Appendices A-F).

Other Comments: At the end of each port section, this report summarizes the oral comments received during the phone surveys and comments received during port surveys. Although the phone and port surveys did not inquire about general comments and concerns, many fishermen had both positive and negative feedback that they wanted documented. They very much appreciated the opportunity to provide anonymous comments, and thought it was very good that PWSRCAC was conducting this study. In general, most fishermen thought the fishing vessel program was a very important part of the oil spill response program.

Cordova, Alaska

The APSC/SERVS Cordova Fishing Vessel (FV) Fleet Inventory includes 35 Tier I vessels and 106 Tier II vessels. The goal for Tier I FVs is to deploy 83% of the fleet within 6-hours (50 of the 60 FV on contract). The goal for Tier II FVs is to deploy 75% of the fleet within 24-hours (225 of the 300 FV on contract).

Tier I FV Port Survey

A survey of the Cordova APSC/SERVS Fishing Vessels (FVs) was completed on March 18-20, 2009 in Cordova, Alaska. The Tier I survey results are summarized below:

- **91% Located.** 32 of 35 FVs were physically located.
- **6% Under Repair.** 2 of 35 FVs were under repair.
- **3% Fishing.** 1of 35 FVs was out at Ester Hatchery.
- **91% Potentially Available within 6-hours**. The port survey concluded that up to 91% of the Cordova APSC/SERVS Tier I FV Fleet may be available to deploy within 6-hours. **This meets the 83% Tier I fleet goal.**

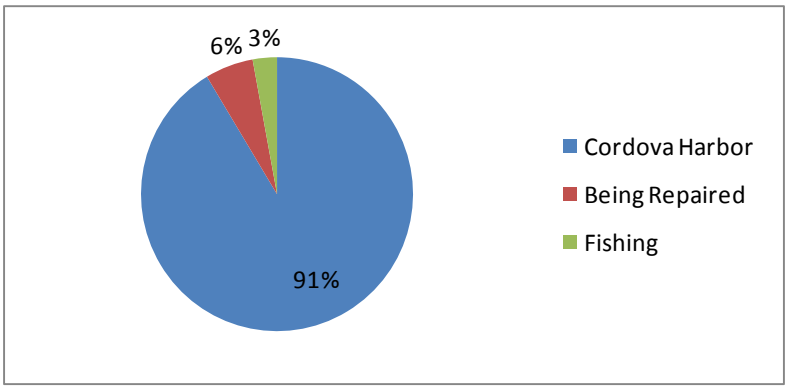


Figure 1: Cordova Tier I FV Port Survey Findings March 18-20, 2009

Tier I Phone Survey

On February 5-7, 2009, a phone survey was completed. The survey results are summarized below:

- **100% Surveyed.** All 35 FVs were surveyed.
- **77% Ready To Deploy within 6-hours.** Based on the responses to the phone survey, a total of 77% of FV captains said they could be ready in 6-hours and the vessels were in the water. The other 23% that are not ready to deploy in 6-hours is described below. **This is less than the 83% Tier I fleet goal.**
- **Those Ready Were Able to Leave within 2.2 hours**. Estimated time to leave the Cordova Harbor varied from 0.7 hours to 6-hours, with an average of 2.2 hours.

- **20% Not Ready to Deploy within 6-hours.** Phone calls were made for a period of 6-hours attempting to locate the captains. Five (5) captains could not be reached after repeated calls over a 6-hour period. One captain said he could not deploy within 6-hours; it would take at least 9 hours.
- **3% Refused Survey.** 1 of 35 FV captains elected not to take the phone survey.
- **13.1 Years of Experience.** Cordova FV captains that participated in the phone survey reported an average experience of 13.1 years. The least experienced FV Captain had at least 3.5 years experience. The most experienced FV Captain had 19.5 years experience.
- **43% No Cell Phone.** The phone list provided by APSC/SERVS had no cell phone number for 6 captains and 9 cell phone numbers were no longer working. It was very difficult to reach captains by phone in Cordova. Inability to reach captains by cell phone could result in a delayed response.
- **100% of Captains List Alaska Addresses.** All 35 Tier I captains show Alaska addresses in the APSC/SERVS database.
- **100% HAZWOPER Certification**. Of the 30 captains that participated in the phone survey, 100% said their HAZWOPER certification was current.

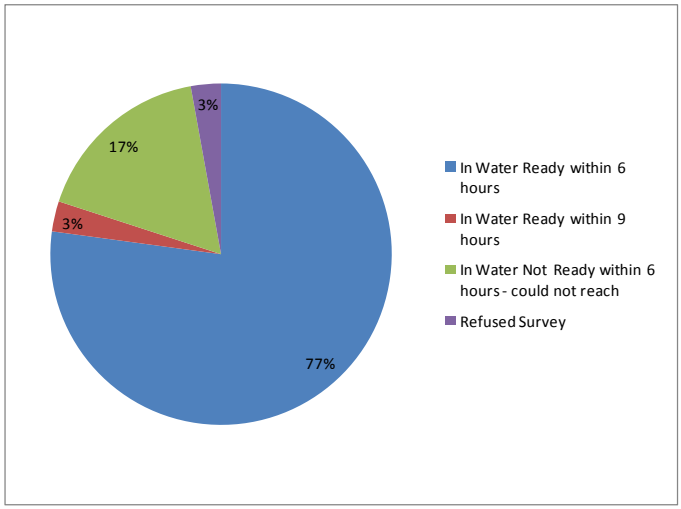


Figure 2: Cordova Tier I FV Readiness Phone Survey February 5-7, 2009

Cordova Tier I Summary

The phone survey and port survey concluded that only 77-91% of the Cordova APSC/SERVS Tier I FV Fleet may be available to be deployed within 6-hours versus the 83% goal. It was very hard to reach Cordova captains by cell phone; 43% of captains did not have a working cell phone.

Tier II FV Port Survey

A survey of the Cordova APSC/SERVS Tier II Fishing Vessels (FVs) was completed on March 18-20, 2009 in Cordova, Alaska. The Tier II survey results are summarized below:

- **79% Located.** 84 of 106 FVs were physically located.
- **30% in Water.** 32 of 106 FV's were in the Cordova Harbor.

- **30% Dry Docked in Snow.** 32 of 106 FVs were on trailers under snow in various storage lots and private yards in Cordova. The survey was difficult because the snow was over 10 feet deep in certain areas of town and deeper where snow berms were plowed. Bowpickers were the most common type of vessels in dry dock. Bowpickers were seen all over Cordova in driveways, private lots, storage yards, at canneries, and repair shops. Many boats were covered with tarps and/or snow, and the vessel name was not visible. A number of vessels had no name at all. Many were backed into large snow berms and the vessel name that is typically located on the back of a bowpicker could not be seen. An intense search for these vessels went on for several days, but it was very difficult to find many of the boats that were on contract as Tier II APSC/SERVS FVs. If the vessel could not be located, several phone calls were placed over a 24-hour period attempting to locate the captain at the cell phone and home phone numbers provided by APSC/SERVS.

Many vessels were buried very deep in snow. It would take considerable time to remove the snow to launch these FVs. However, some owners cleared the snow around their FVs, although this was less common. Vessels stored at the small marina on Whitshed Road and on other storage lots on Whitshed Road were buried under large amounts of snow and vessels were stacked three deep. Some vessels were stored in personal lots up steep roads with tight turns. It may be difficult to move these vessels on the roads during a heavy snow fall or in icy road conditions. In some areas snow was 5- 10 feet high around these vessels, compacted, and laden with ice. In these cases, snow removal would add time and challenge to launching a vessel within 24-hours. Since these vessels are outside on trailers, they are freeze protected, and typically the navigation equipment, radios and other supplies have been removed from the vessel. It would take considerable time to remove the snow, remove freeze protection fluids, replace navigation equipment and launch the boat. It is questionable how many of these vessels could be in the water and functional within 24-hours.

- **4% Dry Docked Inside Storage.** 4 of 106 FVs were stored inside in warehouses or garages.
- **2% Fishing Outside PWS.** 2 of 106 FVs were fishing herring in Sitka, about 40 hours run away from Cordova.
- **2% Fishing in PWS.** 2 of 106 FVs were supporting Ester Hatchery activities in PWS.
- **5% Under Repair.** 5 of 106 FVs were being repaired.

- **7% Vacation or Medical.** 7 of 106 FVs captains were either on vacation or in the L48 for medical treatment.
- **21% Unknown.** 22 of 106 FVs could not be located. Calls were placed to cell and home phones, with no answers. Vessels were not found in port or storage areas in Cordova. Phone contacts for (7 of the 22) vessels that could not be located were listed with L48 numbers.

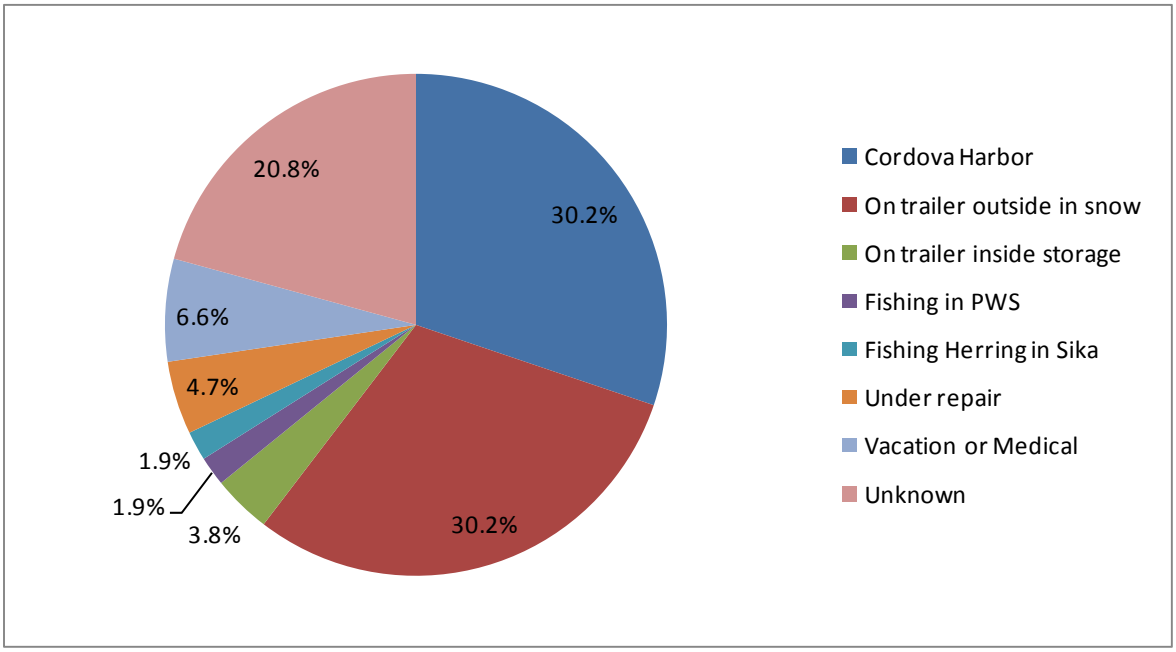


Figure 3: Cordova Tier II FV Port Survey Findings March 18-20, 2009

- **66% Potentially Available within 24-hours.** The port survey concluded that up to 66% of the Cordova APSC/SERVS Tier II FV Fleet may be available to deploy within 24-hours. **This is less than the 75% Tier II fleet goal.** As described above, it is questionable if even 66% of the vessels could be in the water and ready to deploy within 24-hours in Cordova's winter conditions. The 66% is an optimist number, assuming that snow could be removed and vessels stored in dry dock could be launched within 24-hours (if the captains were available).

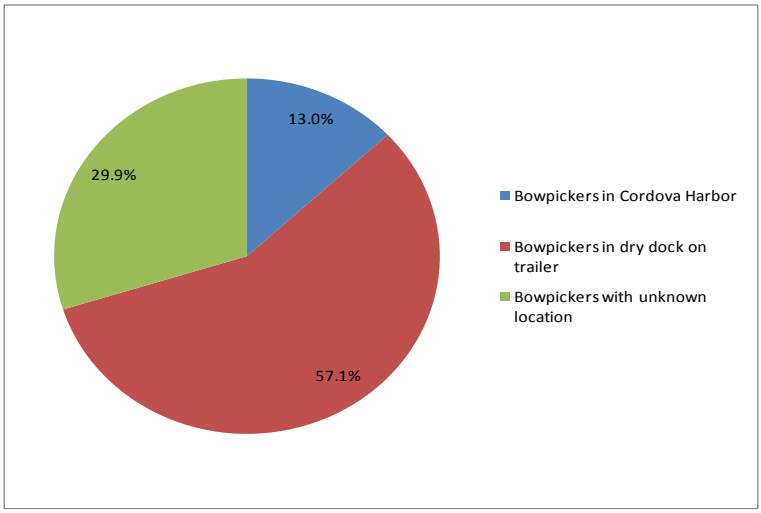


Figure 4: Cordova Bowpicker Locations

- **13% of Bowpickers in Water**. Only 10 of 77 APSC/SERVS Tier II bowpickers were in the Cordova Harbor during the port survey. 57% of the APSC/SERVS Tier II bowpickers (44 of 77) were in dry dock on trailers stored in yards or on lots, under snow. 30% of the APSC/SERVS Tier II bowpickers (23 of 77) locations were unknown. These vessels were not located in the harbor or on land, and the captain could not be reached for a period of 24-hours, despite repeated attempts.
- **49% of Bowpickers in Water are on Contract**. Only 49% of the bowpickers (21 of 43) that were found in the Cordova Harbor were on contract. 11 of 43 are on contract as APSC/SERVS Tier I FVs and 10 of 43 are on contract as APSC/SERVS Tier II FVs. That leaves 22 bowpickers in the water, ready to go, not under contract. It is not clear why dry docked vessels are on contract, rather than the 22 bowpickers in the port.
- **55% of Seiners in Water on Contract**. 55% of the seiners (39 of 71) that were found in the Cordova Harbor were on contract as APSC/SERVS Tier I FVs (22 of 43) and as APSC/SERVS Tier II FVs (17 of 43). That leaves 32 seiners in the harbor not under contract.

Tier II Phone Survey

On February 5-7, 2009, 54 of 106 FVs were contacted for a phone survey. About half of the Tier II vessels were surveyed to obtain a representative sample. Not all Tier II vessels were sampled to remain within PWSRCAC's project budget. The survey results are summarized below:

- **50% Not Ready to Deploy within 24-hours.** 27 of 54 FVs surveyed could not be reached by phone (24 FVs), or did not have current HAZWOPER certification (3 FVs). At least three attempts were made over a 24-hour period to reach the captain by cell phone or home phone. Messages were left requesting a return call. Almost half the fleet could not be reached in a 24-hour period. Based on this survey, it is not likely that 75% of the Tier II fleet would be notified and ready to deploy within 24-hours. Based on the inability to reach captains by phone, this survey concludes that **the 75% Tier II deployment goal in 24-hours would not have been met.**
- **19% in Water Ready to Deploy within 24-hours.** 10 of 54 FVs were in the water and ready to deploy within 24-hours.
- **31% in Dry Dock Ready to Deploy within 24-hours.** 17 of 54 FVs were in dry dock and ready to deploy within 24-hours, although this may be optimistic based on snow conditions as described above.
- **Those Ready Were Able to Leave within 9.3 hours**. Of the 30 vessels that could be reached by phone, the estimated time to leave the Cordova Harbor varied from 1 hours to 48 hours, with an average 9.3 hours.
- **9.3 Years of Experience.** Cordova Tier II FVs captains that participated in the phone survey reported an average experience of 9.3 years. The least experienced captain had one year of experience. The most experienced Captain had 20 years experience.
- **47% no Cell Phone.** The phone listed provided by APSC/SERVS had no cell phone number for 35 captains out of 106 Tier II FVs and 15 cell phone numbers were no longer working out of 106 Tier II FVs. Four captains did not have a working cell or home number.
- **95% of Captains List Alaska Addresses; Several Live and Vacation Outside Alaska in Winter.** 101 of 106 captains are listed with Alaska addresses, but at least 6 were located in the L48, Overseas or Hawaii during the phone survey. Since the phone survey only contacted 51% of the captains to verify their physical location, there may be more captains outside of Alaska who were not surveyed in

the remaining 49%. Four captains live in Washington and one in Oregon. Getting a connecting flight all the way through to Cordova, and launching a boat within a 24-hour period could be challenging. Further work would be needed to verify if each captain has a local back-up captain.

- **90% HAZWOPER Certification**. Phone calls were made to 54 captains, but only 30 were reached by phone within a 24-hour period. Of the 30 captains that answered the phone survey, 90% (27 of 30) said their HAZWOPER certification was current; 10% (3 of 30) said their HAZWOPER certification had expired.

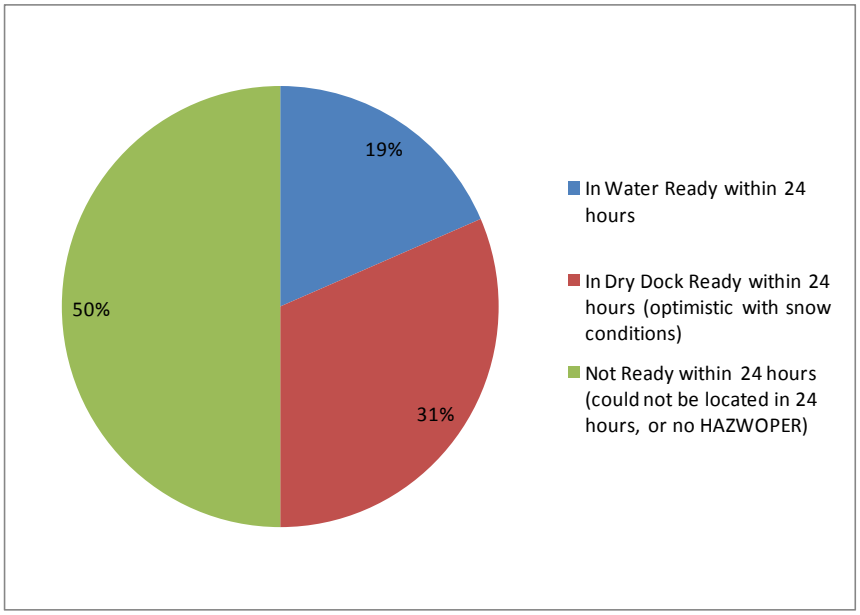


Figure 5: Cordova Tier II FV Readiness Phone Survey February 5-7, 2009

Cordova Tier II Summary

The phone survey and port survey concluded that only 50-66% of the Cordova APSC/SERVS Tier II FV Fleet may be available to be deployed within 24-hours versus the 75% goal. It was very hard to reach Cordova captains by phone; 47% of the captains did not have a working cell phone. Over 10% of the Captains live and vacation outside of Alaska. The phone survey verified that at least 11of 106 captains were outside of Alaska.

Comments

- Several local captains were frustrated that APSC/SERVS contracts with captains that live in the L48, Hawaii or overseas in the winter. The captains said it would not be possible for out of state captains to launch their boats within 24-hours because of flight connections and the time it would take to charge radios, remove freeze protection, put all the navigation gear back in the boat, and dig it out of the snow berm.
- One captain said that oil spill prevention is the most important priority because if the wind is blowing over 2 knots, there is no way to clean up the spill.
- One captain said he runs another business in Cordova in the winter and would have a hard time just picking up and leaving it in a 24-hour period.
- One captain said that it would be tough to meet a 24-hour deployment for most vessels out of the water in the winter. The captain explained that the boat would need to be shoveled out of the snow,

the vessel would need to be deiced, he would need to shop for groceries, charge radios, charge extra batteries, install all the navigation equipment he took out of the boat for winter storage, check the wiring (often a problem after winter storage), and then wait his turn in line to get a tow truck or hydraulic trailer to launch him in the water.

- One captain said it is hard on the vessel to leave it in the water over the winter, and APSC/SERVS doesn't compensate the Tier II vessels to leave them in the water. Therefore, the captains typically take them out of the water and store them in a boat yard or on their property to save money and wear and tear on the vessel.
- One captain said they felt like APSC/SERVS was fairly compensating the fishermen in the beginning, but the fishermen's costs have increased with higher dock fees, crew wages and fuel costs. However, APSC/SERVS isn't increasing their compensation to cover these costs.
- One captain said they had a hard time keeping a trained crew because they couldn't pay them enough, since the Tier II vessel compensation was too low.
- One captain said he has wanted to be a Tier I vessel for a long time and wanted to know what it would take to get a Tier I contract.
- One captain said that APSC/SERVS changes the training schedule too often and makes it hard for family run businesses to plan to participate.
- One captain said that APSC/SERVS is "nickel-and-diming-us." He was frustrated that only one co-captain could attend a drill once per year. The captain said APSC/SERVS requires a primary and back-up captain and should train both by the same standard.
- One captain said "that if there is a spill anything like an Exxon Valdez, there won't be a boat in the harbor, everyone will be over there trying to help and protect our livelihood. It won't matter who is on contract."
- Several captains said that the current compensation is not adequate. They explained that APSC/SERVS mandated an alternate captain and crew to be available but won't pay for both skippers and crew to be trained. More recently, APSC/SERVS changed this policy and said that they would pay to have an alternate skipper trained but can no longer bring crew to training.
- One captain was concerned about safety issues. He said that after each drill and exercise he leaves a phone number and e-mail with a list of concerns and recommendations, but no one from APSC/SERVS ever calls him back and discusses his input and the problems don't get resolved.
- One captain said that at a recent Cordova Captains Meeting in February 2009, 25 Cordova captains met and were very disgruntled, because harbor costs are up, backup skippers and crew are needed for safety and APSC/SERVS has been unwilling to increase compensation to cover these costs. The captain said that APSC/SERVS says there are no additional funds available, so the captains get stuck with the increase costs. He said "SERVS says I'm working for them. They are working for me. They need to protect my fishing livelihood."
- One captain said that when APSC/SERVS changes their training dates it makes it hard for captains and crews to plan to attend.
- Several captains said it was hard to maintain a crew if they can't be paid year-round.
- One captain was very concerned about the mechanical shape of Exxon's tankers. He thought they were not being maintained physically (visible rust and lack of paint). He wants more USCG inspections and maintenance checks on the Sea River Tankers.

Homer, Alaska

Tier II FV Port Survey

A survey of the Homer APSC/SERVS Fishing Vessels (FVs) was completed on February 25, 2009 in Homer, Alaska. The APSC/SERVS Homer FV Fleet Inventory includes 67 Tier II vessels. There are no Tier I FVs in the Homer Fleet. The goal for Tier II FVs is to deploy 75% of the fleet within 24-hours (225 of the 300 FV on contract).

The survey results are summarized below:

- **88% Located.** 59 of 67 FVs were physically located.
- **4% Were Not Located.** 3 of 67 FVs could not be located. In these cases, FVs were not found in the Homer Port or Homer boat yards and the captain could not be reached by phone for 24-hours despite repeated attempts at home and cell phones.
- **8% Not On Contract.** 5 of 67 FVs were sold, sunk or no longer on contract.

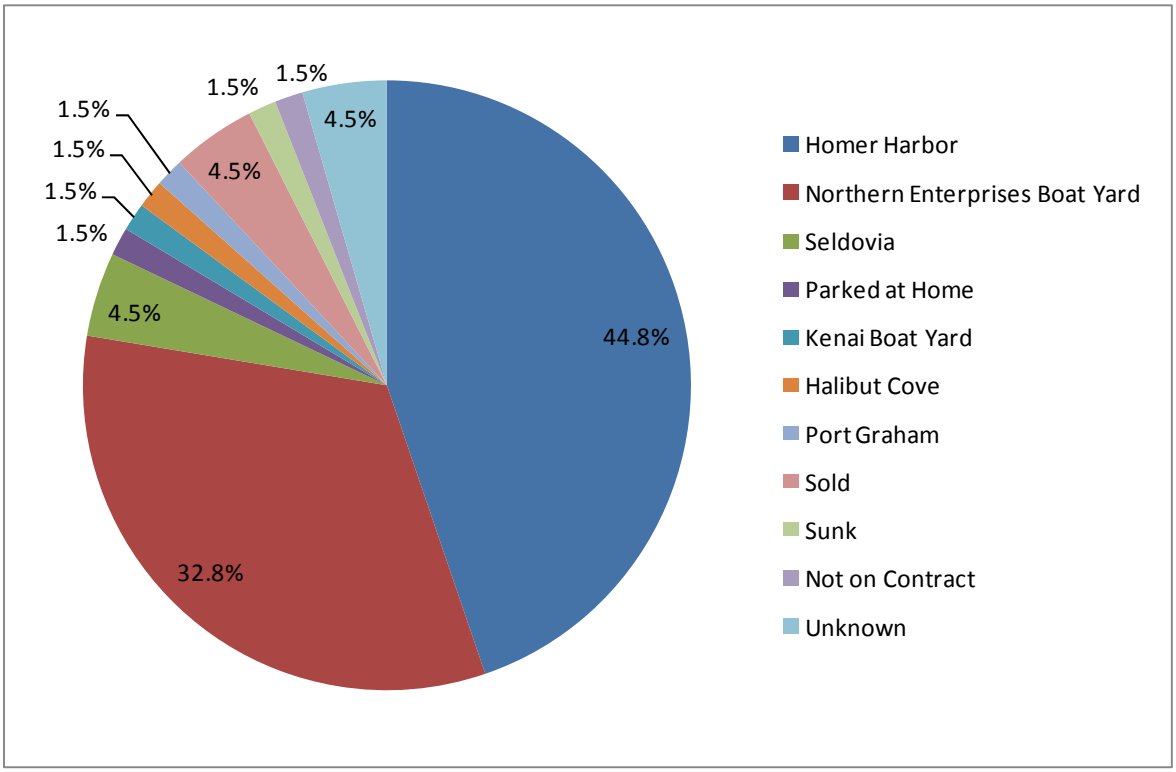
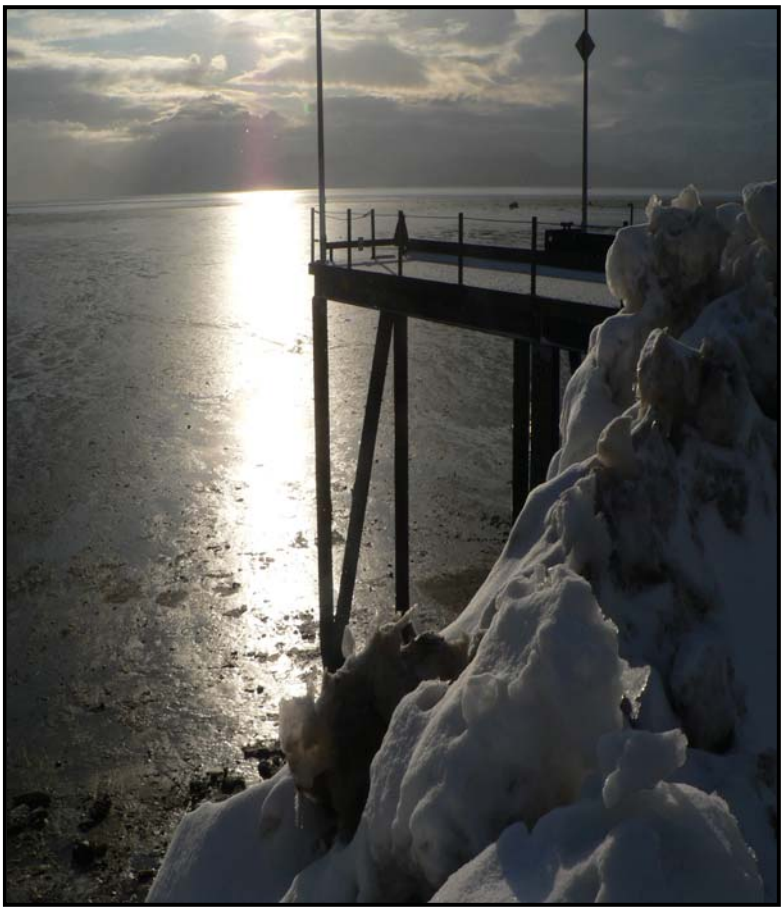


Figure 6: Homer Port Survey Findings February 25, 2009

- **52% in Water.** Over 52% of the FVs were in the water in Homer, Seldovia, Halibut Cove or Port Graham (35 of 67 FVs).

- **36% Dry Docked**. Over 36% of the FVs were in dry dock in Homer or Kenai (24 of 67 FVs). Based on distance to port, location of dry dock, and number of vessel hoists, it was estimated that 9 of the 24 vessels could be deployed within a 24-hour period. The limiting factor for the Homer Port is that 22 large APSC/SERVS Tier II FVs are all located in the Northern Enterprises Boat Yard. The boat yard has two boat hoists, but on average, boat launches are limited to 3-5 hours per tidal cycle. It is estimated that 9 of the 22 FVs could be deployed within 24-hours on an average 16-18' tide. A few days each month, the tide is not large enough to deploy the vessels at all. The photo to the right shows the tide out at the boat launch. Fishing vessels could not be deployed in the conditions shown in this photo.

  Additionally, several FVs were under repair. It was not possible to determine the operating condition of all boats in dry dock, but it did appear that about 10-12 may not be in operating condition.

  Some fishing boats stored in the Northern Enterprises Boat Yard are blocked in by several boats. The photo below shows that several vessels would need to be moved to access FV Hunter (on contract with APSC/SERVS), significantly increasing the FVs deployment time.

- **34% May Not Be Deployed within 24-hours**. Approximately 34% of the Homer APSC/SERVS FV Fleet may not be available to deploy within 24-hours. These FVs have either been sold, have sunk, are no longer on contract, or may not be deployed within 24-hours because the captain could not be reached within 24-hours.

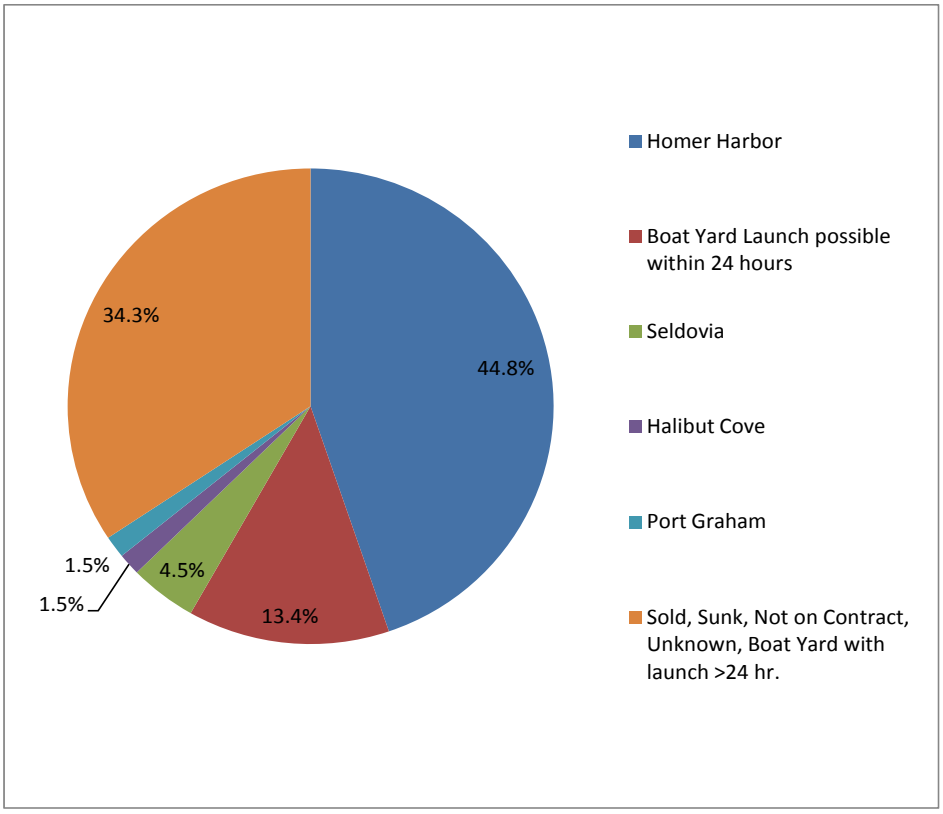


Figure 7: Homer FV Readiness Port Survey February 25, 2009

- **66% Potentially Available within 24-hours**. The port survey concluded that up to 66% of the Homer APSC/SERVS FV Fleet may be available to deploy within 24-hours. **This is less than the 75% Tier II fleet goal.**

Tier II FV Phone Survey

On February 5-7, 2009, 32 of 67 FVs were contacted for a phone survey. About half of the Tier II vessels were surveyed to obtain a representative sample. Not all Tier II vessels were sampled to remain within PWSRCAC's project budget. The survey results are summarized below:

- **81% Surveyed Responded.** 26 of 32 FVs contacted for the phone survey were reached and took the survey.
- **42% Ready To Deploy within 24-hours.** Based on the responses to the phone survey a total of 42% of FV captains said they could be ready in 24-hours, and were either in the water or in dry dock. **This is less than the 75% Tier II fleet goal.**
- **55% Not Ready to Deploy within 24-hours.** Based on the responses to the phone survey, a total of 55% of FV captains said they could not be ready in 24-hours. 10% of the vessels were sunk or sold, 19% of FV captains could not be reached by cell or home phone within 24-hours, and 24% of FV captains said their HAZWOPER training was not current, or their boat was being repaired.
- **3% Refused Survey.** 3% of FV captains elected not to take the phone survey.
- **12.5 Years of Experience.** Homer APSC/SERVS Tier II FV captains that participated in the phone survey reported an average experience of 12.5 years. The least experienced APSC/SERVS Tier II FV captain had at least 3 years experience. The most experienced FV captain had 20 years experience.

- **4% no Cell Phone.** The phone list provided by APSC/SERVS had no cell phone number for 3 captains. One captain had no cell phone and the home phone was disconnected.
- **98% of Captains List Alaska Addresses.** 56 of 57 captains list Alaska addresses in the APSC/SERVS database. Only one captain lists a L48 address of Oregon.
- **80% HAZWOPER Certification**. Of the 26 captains that took the phone survey, 20 were willing to provide information on their HAZWOPER status. 80% (16 of 20) said their HAZWOPER certification was current; 20% (4 of 30) said their HAZWOPER certification had expired.

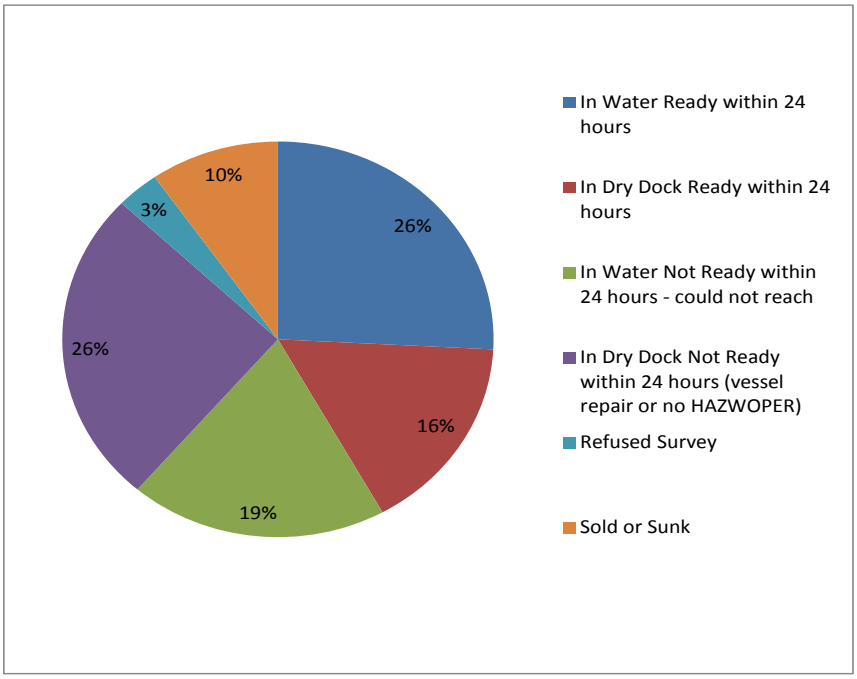


Figure 8: Homer Tier II FV Readiness Phone Survey February 5-7, 2009

Homer Tier II Summary

The phone survey and port survey concluded that between 42%-66% of the Homer APSC/SERVS Tier II FV Fleet may be available to be deployed within 24-hours, versus the 75% goal.

Comments

- Two fishermen explained that the boat owners have had a 25% increase in cost over the last 10 years, but APSC/SERVS has only increased the fishing vessel program payments by 10% in the last 18 years.
- Several fishermen were concerned that there was no fishing vessel contract to review at the February 2009 meeting between the fishing vessel captains and APSC/SERVS.
- Two fishermen said they are concerned that they do not have clarity on when APSC/SERVS insurance starts and ends. The captains questioned whether insurance starts when crew steps on the dock or when training starts on the water?
- One captain was concerned that some of the dry docked vessels could not be launched within a 24-hour period, and thought more vessels needed to be on contract and more financial incentive to keep vessels in the water year-round.

Kodiak, Alaska

Tier II FV Port Survey

A survey of the Kodiak APSC/SERVS Fishing Vessels (FVs) was completed on February 18, 2009 in Kodiak, Alaska. The APSC/SERVS Kodiak FV Fleet Inventory includes 57 Tier II vessels. There are no Tier I FVs in the Kodiak Fleet. The goal for Tier II FVs is to deploy 75% of the fleet within 24-hours (225 of the 300 FV on contract).

The survey results are summarized below:

- **88% Located.** 50 of 57 FVs were physically located in the Kodiak Harbors of St. Herman and St. Paul and in dry dock.
- **74% in Water at Kodiak.** 42 of 57 FVs were physically located in the Kodiak Harbors of St. Herman and St. Paul.
- **10% Were in Water Fishing.** 6 of 57 FVs were out fishing. Two captains verified they were out fishing. The Kodiak Harbor Master verified that the other four boats were out fishing.
- **2% in Water at Port Lions.** 1 of 57 FVs resides in Port Lions. The location was verified by phone contact with the captain.
- **14% in Dry Dock.** 8 of 57 FVs were dry docked in Fuller's Boat Yard.

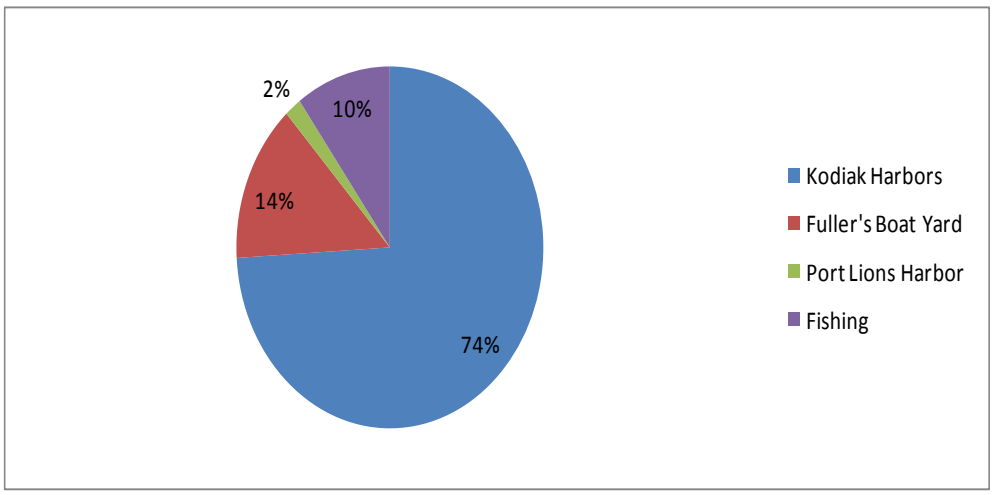


Figure 9: Kodiak Port Survey Findings February 18, 2009

- **98% Potentially Available within 24-hours.** The port survey concluded that up to 98% of the Kodiak APSC/SERVS FV Fleet may be available to deploy within 24-hours. Only one vessel was clearly under repair in the boat yard. This also assumes that the 10% of the fleet out fishing would also respond and are not more than 24-hours transit time away. **This meets the 75% Tier II fleet goal.**

Tier II FV Phone Survey

On February 5-7, 2009, 36 of 57 FVs were contacted for a phone survey. About half of the Tier II vessels were surveyed to obtain a representative sample. Not all Tier II vessels were sampled to remain within PWSRCAC's project budget. The survey results are summarized below:

- **81% Surveyed Responded.** 29 of 36 FVs contacted for the phone survey were reached and took the survey.
- **47% Ready To Deploy within 24-hours.** Based on the responses to the phone survey, a total of 47% of FV captains said they could be ready in 24-hours, and were either in the water (16 FV) or in dry dock (1 FV). **This is less than the 75% Tier II fleet goal.**
- **50% Not Ready to Deploy within 24-hours.** Based on the responses to the phone survey, a total of 50% of FV captains (18 of 36 FVs) said they could not be ready in 24-hours. 17% of FV captains could not be reached by cell or home phone within 24-hours, and 33% of FV captains said their HAZWOPER training was not current, or their boat was being repaired.
- **3% Refused Survey.** Only 1 of 36 FV captains elected not to take the phone survey.
- **11 Years of Experience.** Kodiak APSC/SERVS Tier II FV captains that participated in the phone survey reported an average experience of 11 years. The least experienced APSC/SERVS Tier II FV captain had at least 3.5 years experience. The most experienced FV captain had 20 years experience.
- **16% No Cell Phone.** The phone list provided by APSC/SERVS had no cell phone number for 7 captains and 2 cell phone numbers were no longer working.
- **14% of Captains List L48 Addresses.** 8 of 57 captains list L48 addresses in the APSC/SERVS database: 6 in Washington, 1 in Arizona, and 1 in California. Getting a connecting flight from the L48 all the way through to Kodiak and launching a boat within a 24-hour period could be challenging. Further work would be needed to verify if each captain has a local back-up captain.

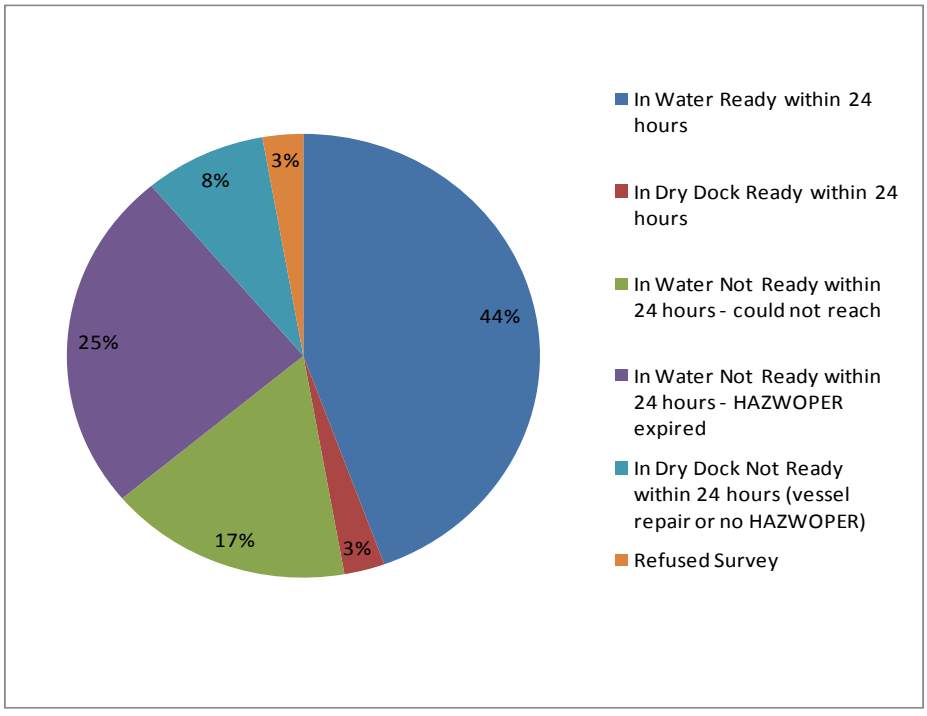


Figure 10: Kodiak Tier II FV Readiness Phone Survey February 5-7, 2009

- **67% HAZWOPER Certification**. 33% of the captains that took the phone survey said their HAZWOPER certification had expired.

Kodiak Tier II Summary

The phone survey and port survey concluded that between 47%-98% of the Kodiak APSC/SERVS Tier II FV Fleet may be available to be deployed within 24-hours, as compared to the 75% Tier II goal. The large range in results between the phone survey and the port survey is attributed to three factors, including: the inability to reach 17% of the captains by phone in 24-hours, one captain (3%) could not be ready in 48 hours, and 28% of the captains reported expired HAZWOPER cards. It is assumed that a valid HAZWOPER card would be required to participate in the response, significantly decreasing the Kodiak readiness statistics.

Comments

- One fisherman said it was difficult to have a backup captain, because his vessel insurance does not cover it.
- One fisherman said: “Seiners play a huge role because they can get into tighter places. Local knowledge is very beneficial.”
- Kodiak had the largest number of fishing vessel captains with expired HAZWOPER cards. Several fishermen explained that it is difficult to stay current on training, because the economic benefit of attending training doesn’t outweigh a successful fishing trip. A couple of captains explained March would be a preferred training time since fishing is slow. They outlined the fishing seasons for Kodiak fisherman to show why March is a good month for training: February (cod); April –May (herring), June-August (salmon); September (halibut), and October –February (weather is rough).

Seward, Alaska

Tier II FV Port Survey

A survey of the Seward APSC/SERVS Fishing Vessels (FVs) was completed on February 26, 2009 in Seward, Alaska. The APSC/SERVS Seward FV Fleet Inventory includes 23 Tier II vessels. There are no Tier I FVs in the Seward Fleet. The goal for Tier II FVs is to deploy 75% of the fleet within 24-hours (225 of the 300 FV on contract).

The survey results are summarized below:

- **70% Located.** 16 of 23 FVs were physically located in the Seward Harbor and in dry dock
- **48% in Water at Seward.** 11 of 23 FVs were physically located in the Seward Boat Harbor.
- **4.3% Were in Water Fishing.** 1 of 23 FVs was out fishing.
- **39% in Dry Dock.** 9 of 23 FVs were dry docked in the Seward Ship Yard, the Four Seasons Yard, or stored at home in Seward or Cordova yards.
- **4.3% No Longer on Contract.** 1 of 23 FVs is no longer on contract.
- **4.3% Sold.** 1 of 23 FVs was sold.
- **98% Potentially Available within 24-hours**. The port survey concluded that up to 91% of the Seward APSC/SERVS FV Fleet may be available to deploy within 24-hours. One vessel was sold and another was no longer under contract. **This meets the 75% Tier II fleet goal.**

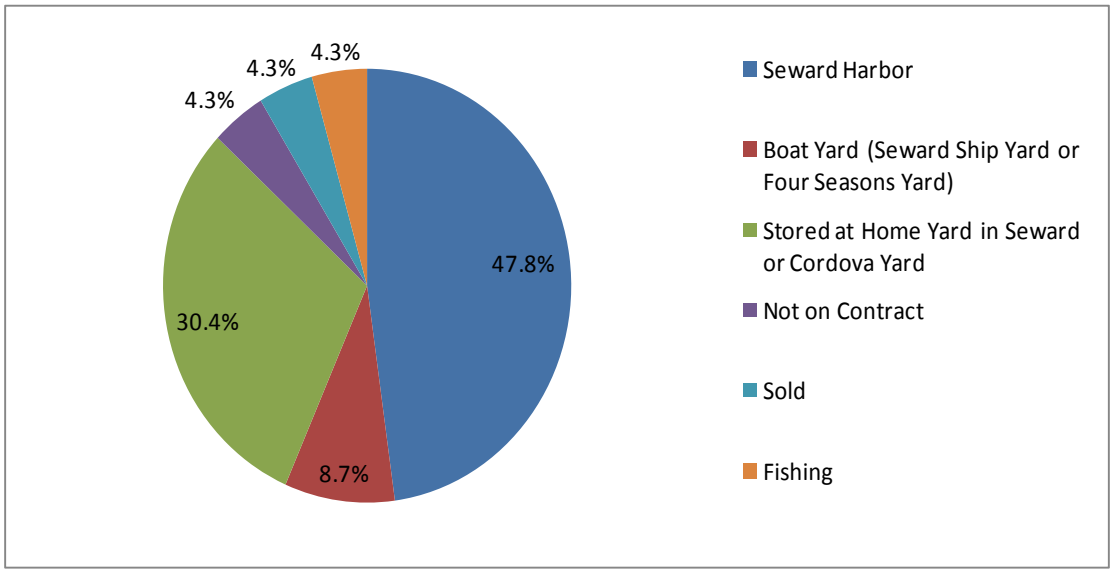


Figure 11: Seward Port Survey Findings February 26, 2009

Tier II FV Phone Survey

On February 5-7, 2009, 10 of 23 FVs were contacted for a phone survey. About half of the Tier II vessels were surveyed to obtain a representative sample. Not all Tier II vessels were sampled to remain within PWSRCAC's project budget. The survey results are summarized below:

- **70% Surveyed Responded.** 7 of 10 FVs contacted for the phone survey took the survey.
- **60% Ready To Deploy within 24-hours.** Based on the responses to the phone survey, a total of 60% of FV captains said they could be ready in 24-hours, and were either in the water (4 FV) or in dry dock (2 FV). **This is less than the 75% Tier II fleet goal.**
- **30% Not Ready to Deploy within 24-hours.** Based on the responses to the phone survey a total of 30% of FV captains (3 of 10 FVs) could not be reached within 24-hours by cell phone or home phone.
- **8 Years of Experience.** Seward APSC/SERVS Tier II FV captains that participated in the phone survey reported an average experience of 8 years. The least experienced APSC/SERVS Tier II FV captain had at least 3 years experience. The most experienced FV captain had 18 years experience.
- **22% No Cell Phone.** The phone list provided by APSC/SERVS had no cell phone number for 4 captains and 1 cell phone number was no longer working.
- **91% of Captains List Alaska Addresses.** 21 of 23 captains list Alaska addresses in the APSC/SERVS database. Two captains are listed with California addresses.

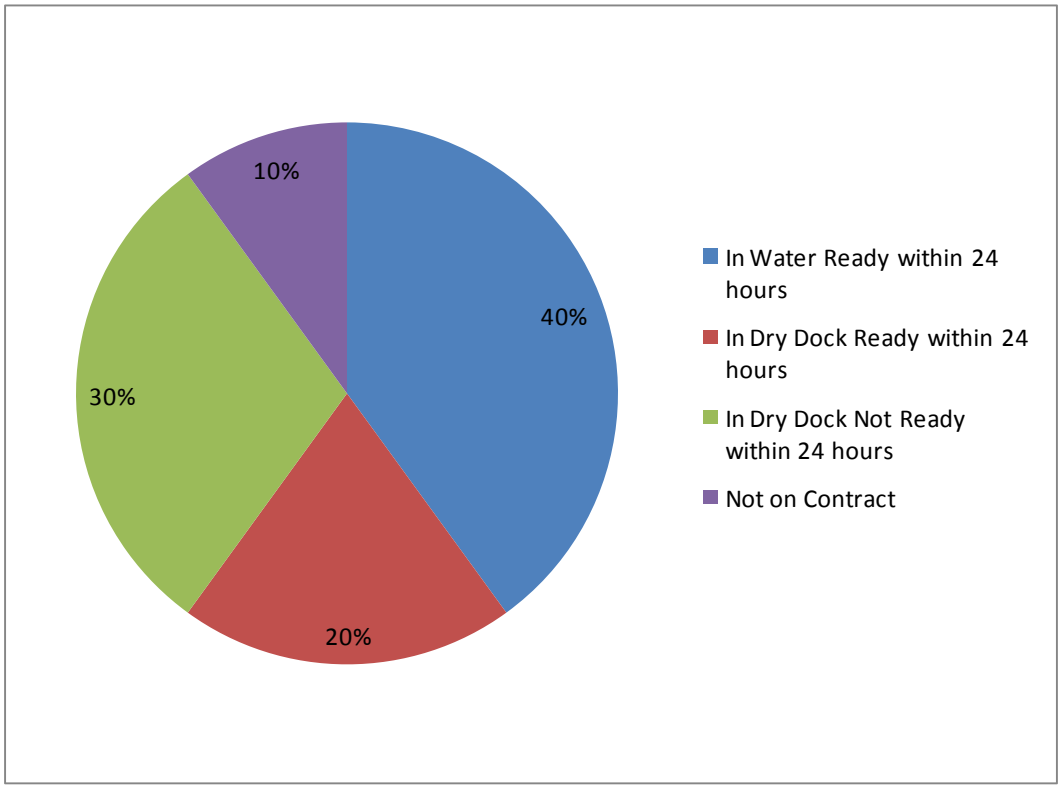


Figure 12: Seward Tier II FV Readiness Phone Survey February 5-7, 2009

- **100% HAZWOPER Certification**. All of the captains surveyed by phone said their HAZWOPER certification was current.

Seward Tier II Summary

The phone survey and port survey concluded that between 60%-91% of the Seward APSC/SERVS Tier II FV Fleet may be available to be deployed within 24-hours, as compared to the 75% Tier II goal. The large range in results between the phone survey and the port survey is attributed to the fact there was problems reaching the captains during the phone survey despite repeat attempts at cell and home phones. The boats were seen during the port survey, but the captains were hard to reach by phone in the 24-hour period.

Comments

- Two captains said the fishing vessel program is very valuable and critical to the oil spill response effort.
- The port was iced over during the port survey. One captain said it would need help breaking ice to be able to leave port in a timely manner.

Valdez, Alaska

The APSC/SERVS Valdez FV Fleet Inventory includes 18 Tier I vessels and 15 Tier II vessels. The goal for Tier I FVs is to deploy 83% of the fleet within 6-hours (50 of the 60 FV on contract). The goal for Tier II FVs is to deploy 75% of the fleet within 24-hours (225 of the 300 FV on contract).

Tier I FV Port Survey

A survey of the Valdez APSC/SERVS Fishing Vessels (FVs) was completed on February 27, 2009 in Valdez, Alaska. The Tier I survey results are summarized below:

- **100% Located.** 18 of 18 FVs were physically located.
- **89% In Water.** 16 of 18 FVs in the water in Port Valdez Harbor.
- **5.6% Dropped to Tier II Contract.** 1of 18 FVs dropped from a Tier I to a Tier II contract.
- **5.6% No longer on contract.** 1of 18 FVs is no longer on contract.

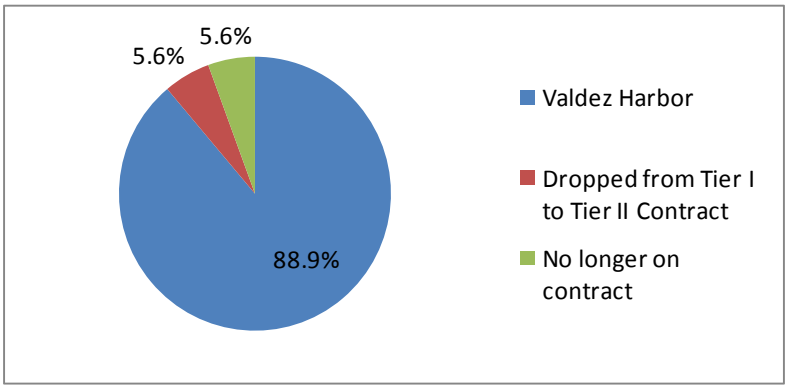


Figure 13: Valdez Tier I FV Port Survey Findings February 27, 2009

- **89% Potentially Available within 6-hours.** The port survey concluded that up to 89% of the Valdez APSC/SERVS Tier I FV Fleet may be available to deploy within 6-hours. **This meets the 83% Tier I fleet goal.**

Tier I Phone Survey

On February 5-7, 2009, a phone survey was completed. The survey results are summarized below:

- **100% Surveyed.** All 18 FVs were surveyed.

  83% Ready To Deploy within 6-hours. Based on the responses to the phone survey a total of 83% of FV captains said they could be ready in 6-hours (15 of 18 vessels), and the vessels were in the water. **This meets the 83% Tier I fleet goal.**

- **5.6% Not Ready To Deploy within 6-hours.** 1 of 18 vessels could not be reached by cell or home phone for 6-hours.
- **11% No longer on Tier I contract.** 2 of 18 vessels are no longer on Tier I contract.
- **12 Years of Experience.** Valdez FV Captains that participated in the phone survey reported an average experience of 12 years. The least experienced FV Captain had at least 2 years experience. The most experienced FV Captain had 19 years experience.
- **5.6% No Cell Phone.** Only 1 cell phone was not working.
- **100% of Captains List Alaska Addresses.** All 18 Tier I captains list Alaska addresses in the APSC/SERVS database.
- **100% HAZWOPER Certification**. Phone calls were made to 18 captains; 17 were reached by phone within a 6-hour period. Of the 17 captains that answered the phone survey, 100% said their HAZWOPER certification was current.

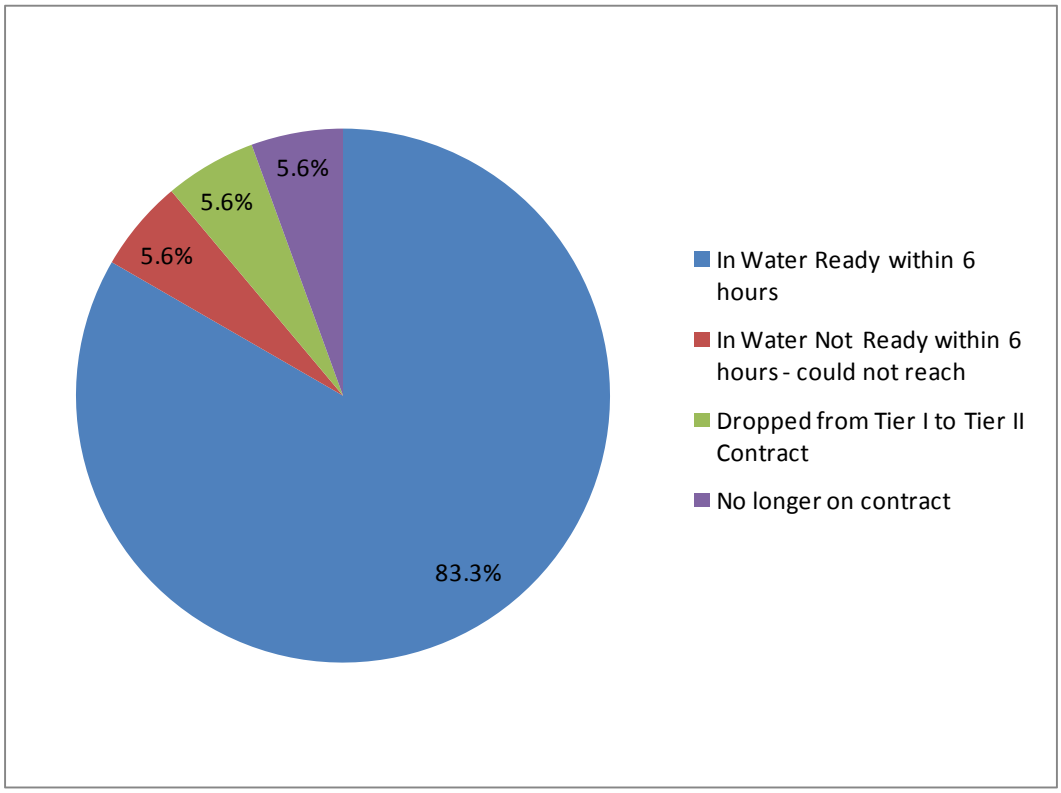


Figure 14: Valdez Tier I FV Readiness Phone Survey February 5-7, 2009

Valdez Tier I Summary

The phone survey and port survey concluded that 83-89% of the Valdez APSC/SERVS Tier I FV Fleet may be available to be deployed within 6-hours, which meets the 83% Tier I goal.

Tier II FV Port Survey

A survey of the Valdez APSC/SERVS Tier II Fishing Vessels (FVs) was completed on February 27, 2009 in Valdez, Alaska. The Tier II survey results are summarized below:

- **87% Located.** 13 of 15 FVs were physically located.

- **54% in Water.** 8 of 15 FVs were in the Valdez Harbor.
- **20% Dry Docked in Snow.** 3 of 15 FVs were on trailers in Valdez Boat Storage Yards. Since these vessels are outside on trailers, they are freeze protected, and typically the navigation equipment, radios and other supplies have been removed from the vessel. It would take considerable time to remove the snow, remove freeze protection fluids, replace navigation equipment and launch the boat. It is questionable how many of these vessels could be in the water and functional within 24-hours.

- **13% No Longer Under Contract.** 2 of 15 FVs were no longer under contract because they had not trained in the last 3 years.
- **13% Could Not Be Located.** 2 of 15 FVs could not be located. One captain said his vessel was in Whittier, but it could not be located in Whittier. One captain routinely uses his vessel and was not in port the day of the survey.

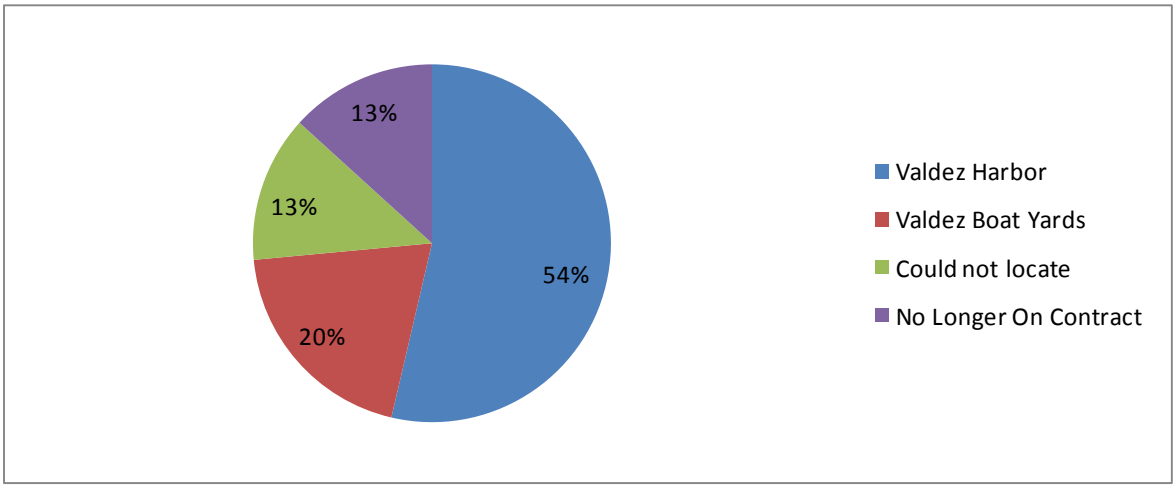


Figure 15: Valdez Tier II FV Port Survey Findings February 27, 2009

- **74% Potentially Available within 24-hours.** The port survey concluded that up to 74% of the Valdez APSC/SERVS Tier II FV Fleet may be available to deploy within 24-hours. As described above, it is questionable if even 74% of the vessels could be in the water and ready to deploy within 24-hours in Valdez's winter conditions. **This does not meet the 75% Tier II fleet goal.**

Tier II Phone Survey

On February 5-7, 2009, 5 of 15FVs were contacted for a phone survey. About half of the Tier II vessels were surveyed to obtain a representative sample. Not all Tier II vessels were sampled to remain within PWSRCAC's project budget. The survey results are summarized below:

- **40% Ready to Deploy within 24-hours.** 2 of 5 FVs captains said they were ready to deploy within 24-hours. One boat was in the water, one was in a nearby boat yard. **This does not meet the 75% Tier II fleet goal.**

- **40% in Water Not Ready to Deploy within 24-hours.** 2 of 5 FV captains said they were ready to deploy within 24-hours. One captain said he could not be ready for at least 36-hours. The other captain could not be reached for 24-hours despite repeated calls to cell and home phones.
- **20% No Longer Under Contract.** 1 of 5 FVs are no longer under contract.
- **8 Years of Experience.** Valdez Tier II FVs captains that participated in the phone survey reported an average experience of 8 years. The least experienced captain had 4.5 years experience. The most experienced captain had 18 years experience.
- **20% of Cell Phones Not Working.** The phone list provided by APSC/SERVS had no cell phone number for 3 captains out of 15 Tier II FVs. One captain did not have a working cell or home number.
- **20% of Captains List L48 Addresses.** 3 of 15 captains are listed with L48 addresses (California, Oregon and North Carolina) in the APSC/SERVS database. Getting a connecting flight all the way through to Valdez, and launching a boat within a 24-hour period could be challenging. Further work would be needed to verify if each captain has a local back-up captain.
- **100% HAZWOPER Certification**. Phone calls were made to 5 captains; 4 were reached by phone within a 24-hour period. Of the 4 captains that answered the phone survey, 100% said their HAZWOPER certification was current.

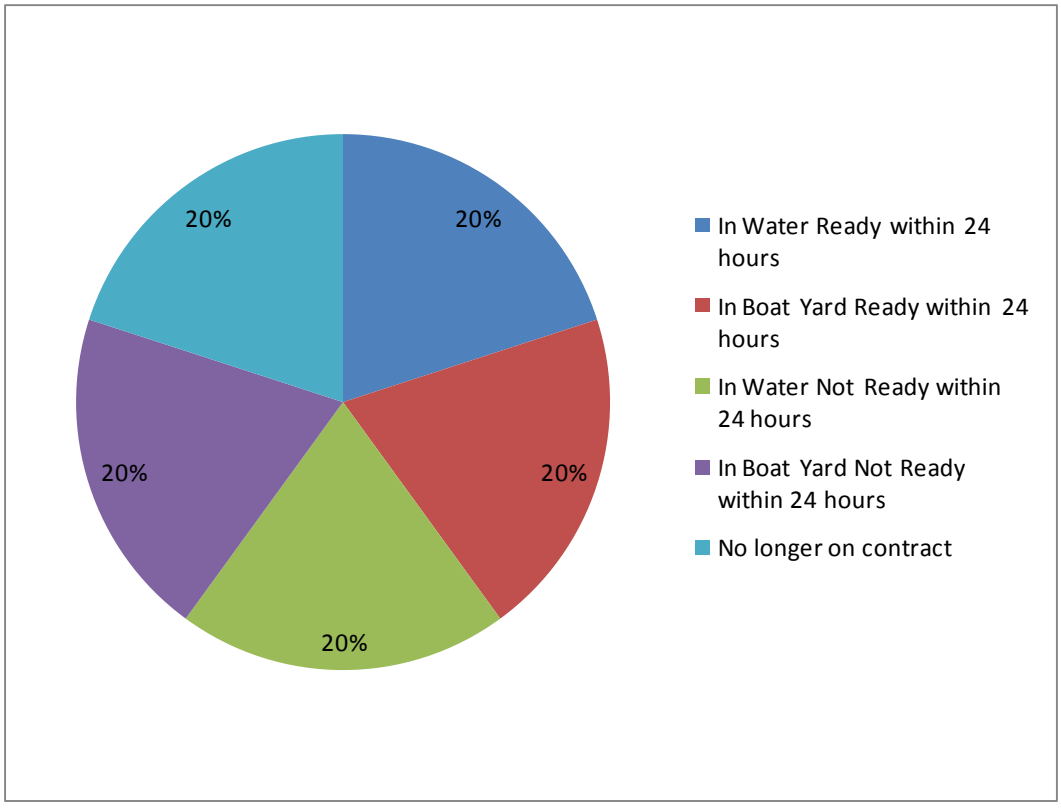


Figure 16: Valdez Tier II FV Readiness Phone Survey February 5-7, 2009

Valdez Tier II Summary

The phone survey and port survey concluded that only 40-74% of the Valdez APSC/SERVS Tier II FV Fleet may be available to be deployed within 24-hours as compared with the 75% Tier II goal.

Comments

- One captain said the APSC/SERVS program is a good program, well-trained and prepared.
- One captain said the APSC/SERVS is cutting back too much and the April 2008 drill was a fiasco.
- One captain said that if the harbor ices up, the response time will be delayed.
- One captain said that the APSC/SERVS Fast Responder System is not worth it financially. For one month out of the year you are on call 24-hours per day, 7 days per week but you are not fairly compensated for this obligation.
- One captain said keeping his vessel in the water year round increases his overall maintenance costs; yet, APSC/SERVS compensation doesn't cover his increased costs. For example, he said the vessel owner has to pay to have moss removed from the boat hull, and APSC/SERVS should pay that cleaning cost.
- One captain was concerned about APSC/SERVS requirement to "hot-bunk" crews. He said that alternates cannot sleep on the vessels because of noise and vibration. He was concerned that lack of sleep for alternate crews would become a safety issue.
- One captain said that winter back-up crews can't handle the boats like the summer crews can. The winter back-up crews might have all the SERVS training, but they don't run the boat as well.
- One captain said that APSC/SERVS underestimates the number of vessels required to maintain an effective U-shaped boom configuration.
- One captain said that APSC/SERVS is "nickel-and-diming-us." He was frustrated that only one co-captain could attend a drill once per year. The captain said APSC/SERVS requires a primary and back-up captain and should train both by the same standard.
- One captain said that "if there is a spill anything like an Exxon Valdez there won't be a boat in the harbor, everyone will be over there trying to help and protect our livelihood. It won't matter who is on contract."
- Several captains said that the current compensation is not adequate. They explained that APSC/SERVS mandated an alternate captain and crew to be available but won't pay for both skippers and crew to be trained. More recently, APSC/SERVS changed this policy and said that they would pay to have an alternate skipper trained but can no longer bring crew to training.

Whittier, Alaska

The APSC/SERVS Whittier FV Fleet Inventory includes 7 Tier I vessels and 25 Tier II vessels. The goal for Tier I FVs is to deploy 83% of the fleet within 6-hours (50 of the 60 FV on contract). The goal for Tier II FVs is to deploy 75% of the fleet within 24-hours (225 of the 300 FV on contract).

Tier I FV Port Survey

A survey of the Whittier APSC/SERVS Fishing Vessels (FVs) was completed on February 27, 2009 in Whittier, Alaska. The Tier I survey results are summarized below:

- **100% Located.** 7 of 7 FVs were physically located.
- **100% In Water.** 7 of 7 FVs in the water in Whittier Harbor.

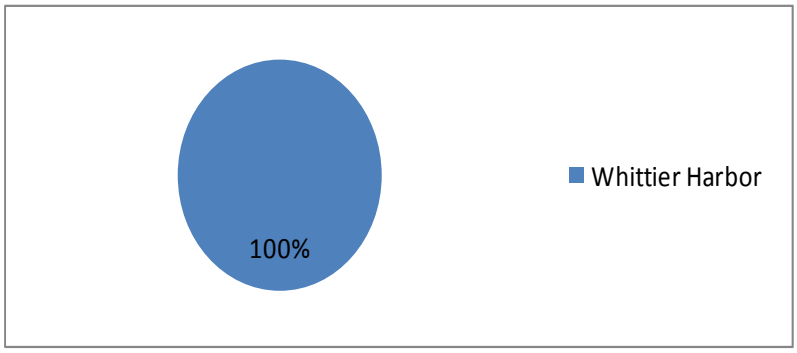


Figure 17: Whittier Tier I FV Port Survey Findings February 27, 2009

- **100% Potentially Available within 6-hours**. The port survey concluded that up to 100% of the Whittier APSC/SERVS Tier I FV Fleet may be available to deploy within 6-hours. **This meets the 83% Tier I goal.**

Tier I Phone Survey

On February 5-7, 2009, a phone survey was completed. The survey results are summarized below:

- **100% Surveyed.** All 7 FVs were surveyed.
- **71% Ready To Deploy within 6-hours.** Based on the responses to the phone survey, a total of 71% of FV captains said they could be ready in 6-hours (5 of 7 vessels), and the vessels were in the water. **This does not meet the 83% Tier I goal.**
- **29% Not Ready To Deploy within 6-hours.** 2 of 7 vessels could not be reached by cell or home phone for 6-hours.

- **14 Years of Experience.** Whittier FV Captains that participated in the phone survey reported an average experience of 14 years. The least experienced FV Captain had at least 5 years experience. The most experienced FV Captain had 19 years experience.
- **29% no Cell Phone.** The phone list provided by APSC/SERVS does not have cell phone numbers for two captains.
- **100% of Captains are Listed with Alaska Addresses.** All 7 Tier I captains are listed with Alaska addresses in the APSC/SERVS database.
- **100% HAZWOPER Certification**. Phone calls were made to 7 captains, but only 5 were reached by phone within a 6-hour period. Of the 5 captains that answered the phone survey 100% said their HAZWOPER certification was current.

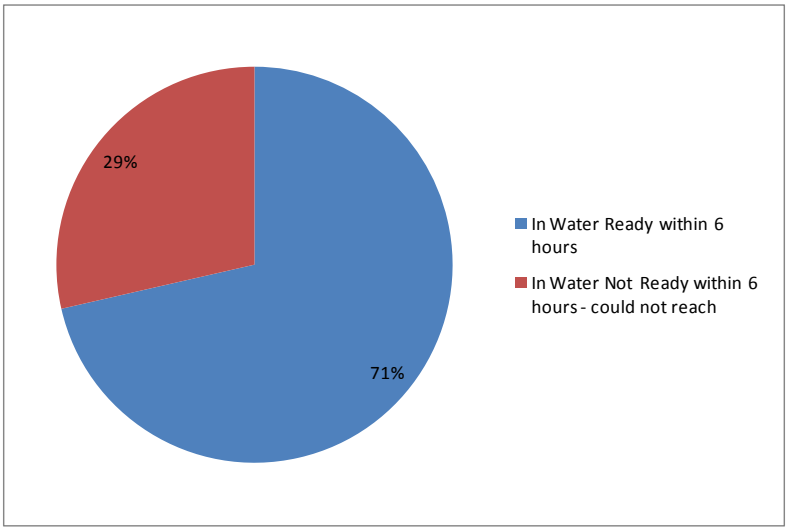


Figure 18: Whittier Tier I FV Readiness Phone Survey February 5-7, 2009

Whittier Tier I Summary

The phone survey and port survey concluded that 71-100% of the Whittier APSC/SERVS Tier I FV Fleet may be available to be deployed within 6-hours as compare to the 83% goal for Tier I FVs.

Tier II FV Port Survey

A survey of the Whittier APSC/SERVS Tier II Fishing Vessels (FVs) was completed on February 27, 2009 in Whittier, Alaska. The Tier II survey results are summarized below:

- **44% Located.** 10 of 25 FVs were physically located.
- **36% in Water.** 9 of 25 FVs were in the Whittier Harbor.
- **28% Dry Docked.** One (1) FV was stored at Rick's storage yard in Whittier. Six (6) other FVs were stored in personal yards in Anchorage, Wasilla, Kenai, Palmer, and Indian. It may be difficult to move these vessels on the roads during a heavy snow fall or in icy road conditions. Since these vessels are outside on trailers, they are freeze protected, and typically the navigation equipment, radios and other supplies have been removed from the vessel. It would take considerable time to remove the snow, remove freeze protection fluids, replace navigation equipment and launch the boat. It is questionable how many of these vessels could be in the water and functional within 24-hours.
- **8% No Longer Under Contract.** 2 of 25 FVs were no longer under contract.

- **16% Under Repair.** 4 of 25 FVs were under repair in Cordova, Seward, or Valdez
- **12% Could Not Be Located.** 3 of 25 could not be located, despite repeat phone calls to home and cell phones over a 24-hour period.

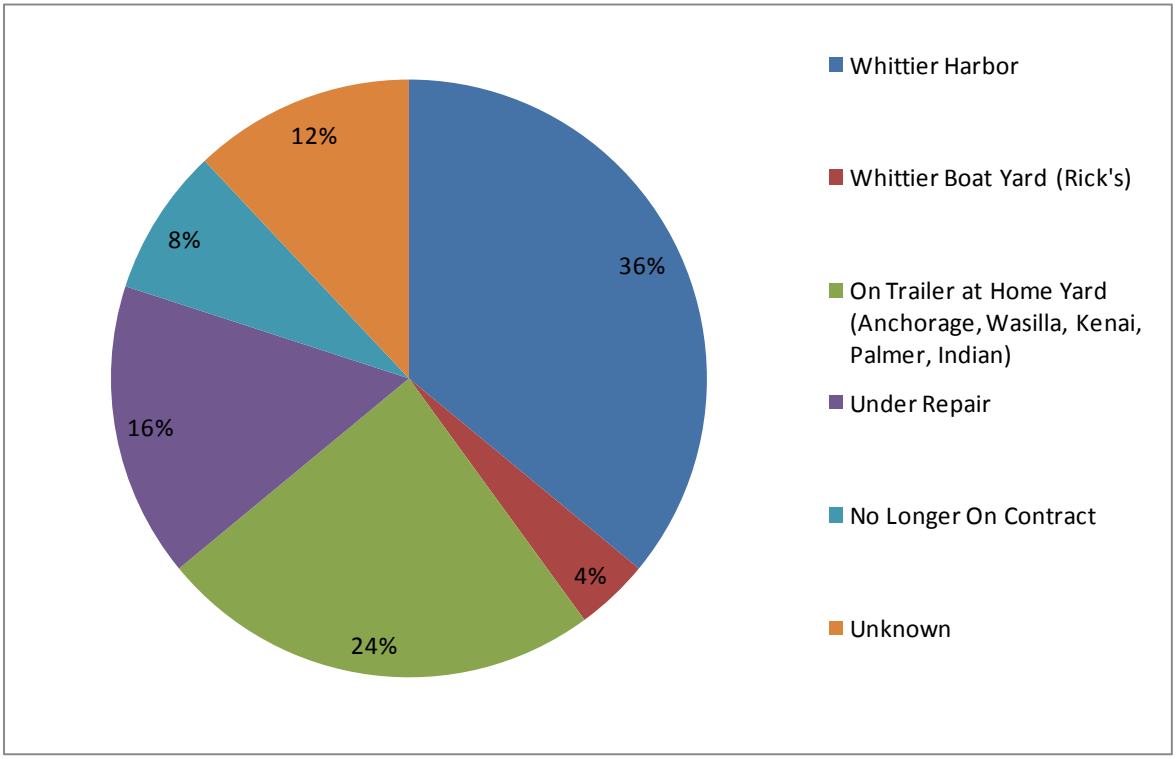


Figure 19: Whittier Tier II FV Port Survey Findings February 27, 2009

- **64% Potentially Available within 24-hours**. The port survey concluded that up to 64% of the Whittier APSC/SERVS Tier II FV Fleet may be available to deploy within 24-hours. As described above, it is questionable if even 64% of the vessels could be in the water and ready to deploy within 24-hours in Alaska's winter conditions. **This does not meet the 75% Tier II goal.**

Tier II Phone Survey

On February 5-7, 2009, 13 of 25 FVs were contacted for a phone survey. About half of the Tier II vessels were surveyed to obtain a representative sample. Not all Tier II vessels were sampled to remain within PWSRCAC's project budget. The survey results are summarized below:

- **23% in Water Ready to Deploy within 24-hours.** 3 of 13 FVs were in the water and ready to deploy within 24-hours.
- **15% in Boat Yard Ready to Deploy within 24-hours.** 2 of 13 FVs were in boat yards, and the captains said the vessels could be deployed within 24-hours.
- **38% Ready to Deploy within 24-hours.** 5 of 13 FVs were in the water or in a boat yard ready to be deployed with 24-hours. **This does not meet the 75% Tier II goal.**
- **15% in Boat Yard Not Ready to Deploy within 24-hours.** 2 of 13 FVs were in boat yards, but not ready to deploy within 24-hours. One captain said he would need at least 36-hours to deploy. Another

captain said he wouldn't respond because his boat is under snow and his HAZWOPER training had expired.

- **23% Under Repair.** 3 of 13 FVs are under repair.
- **15% No Longer Under Contract.** 2 of 13 FVs are no longer under contract.
- **8% Unknown.** 1 of 13 FVs did not respond to the survey, despite repeated attempts to contact the captain by cell and home phone.
- **8.7 Years of Experience.** Whittier Tier II FVs captains that participated in the phone survey reported an average experience of 8.7 years. The least experienced captain had 3 years experience. The most experienced captain had 19 years experience.
- **20% of Cell Phones not Working.** The phone list provided by APSC/SERVS had no cell phone number for 4 captains out of 25 Tier II FVs and one phone number did not work.
- **100% of Captains List Alaska Addresses.** All captains list Alaska addresses and phone numbers in the APSC/SERVS database.
- **83% HAZWOPER Certification**. Phone calls were made to 13 captains; 12 were reached by phone within a 24-hour period. Of the 12 captains that answered the phone survey, 83% said their HAZWOPER certification was current (10 of 12 captains).

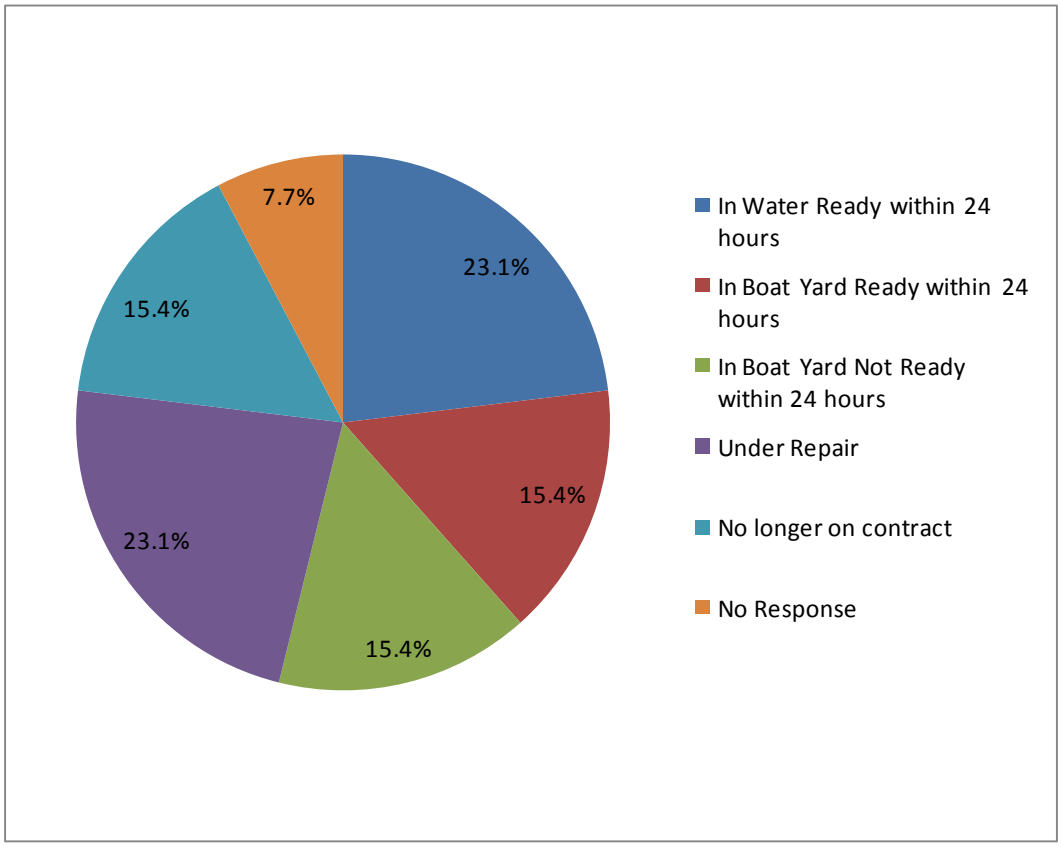


Figure 20: Whittier Tier II FV Readiness Phone Survey February 5-7, 2009

Whittier Tier II Summary

The phone survey and port survey concluded that only 38-64% of the Whittier APSC/SERVS Tier II FV Fleet may be available to be deployed within 24-hours, as compared with the 75% Tier II goal.

Comments

- One captain said he really enjoyed the Sawmill Bay spill recovery exercise. He was actually able to use his training and see that he could make a difference.
- One captain said he would not be able to respond to an oil spill in the winter, because he works on the North Slope and needs steady employment. He may be available if he is off duty.
- Two captains expressed concern about the lack of snow maintenance on the Whittier boat launches in the winter months. They thought their boat would be ready to launch before the snow and ice could be removed from the boat launch to safely deploy the vessel.
- One captain said that "people are just frustrated with SERVS; what started out as such a good grassroots program has now just turned into big business."