

The Observer

VOLUME 10, No. 4/DECEMBER 2000

AK Chamber of Commerce - AK Wilderness Recreation & Tourism Assoc. - Chugach Alaska Corp. - Cordova District Fishermen United - OSREC - PWS Aquaculture Corp.

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Problems at the Valdez tanker terminal draw scrutiny

A series of incidents and problems at the Alyeska Pipeline Service Co. tanker terminal in Valdez this fall prompted the citizens' council to call for new environmental-protection measures at the facility. The state-federal Joint Pipeline Office has also weighed in on the situation.

The problems at the terminal temporarily reduced the capacity of Alyeska's vapor-control equipment and its ballast-water piping system, as well as reducing its ability to load oil.

At a special board meeting on Oct. 31, the council requested that Alyeska take several actions to address the situation.

- The council repeated its long-standing call for vapor-control equipment to be added to a third tanker loading berth at the facility. At present, only two of the terminal's four berths have



Because of the problems at Alyeska's Valdez Marine Terminal, most tankers are loading at Berth 5, with some deballasting at Berth 4. In this shot from early October, Berth 5 is on the left and Berth 4 is on the right. Photo by Tom Kuckertz, citizens' council.

vapor control equipment, which captures oily vapors forced out of tankers as they fill their tanks with crude oil.

The question of additional vapor-control equipment at the Valdez terminal has been a council concern for over three years.

Control equipment was installed on two tanker loading berths and began operating in 1998. However, the council has long believed two vapor-controlled berths will be insufficient to safely and effi-

See p. 5, **TERMINAL**

BP will try new tactic to kill harmful ocean hitchhikers in tanker ballast

BP this winter will bubble ozone through the ballast water on the tanker *Tonsina* in hopes the process will kill plankton without damaging anything else.

If the test is successful, ozone could become a major weapon in the war against invasions by harmful marine species of new waters, potentially including Prince William Sound.

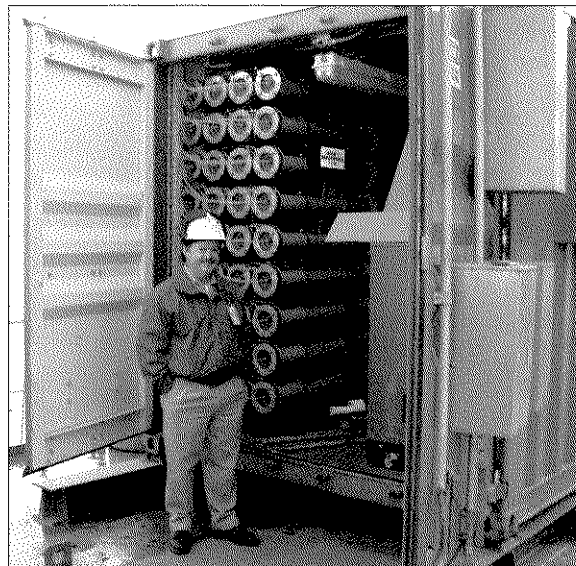
Studies sponsored by the citizens' council have already established that tanker ballast water imports living plankton into the Sound.

Valdez-bound tankers take on ballast water at delivery ports — mostly on the West Coast — for stability on the trip north, when empty oil cargo tanks would otherwise make the ships too light for safe travel. With the ballast water come millions of plankton, the microscopic early phase of creatures such as crabs, shrimp and crustaceans.

The studies have not shown that any harmful species has established itself in the Sound as a result. But the risk that it could happen — as has been the case in other ports — has spurred a search for ways to remove plankton from ballast water.

Until now, the main technique has been to exchange ballast water at sea. This replaces port water with high-seas water, which contains fewer plankton. In addition, species from the high seas are considered less likely to survive if discharged into coastal waters such as Prince William Sound.

Roger Gale, who came up with the idea of using ozone before his recent retirement as vice president of BP Oil Shipping Co., thinks ozone would be better than ballast exchange in two



Tom Colby of Alaska Tanker Co. stands before the ozone generator mounted on the deck of the BP-chartered *Tonsina*. Photo by Rica Salvador, citizens' council.

See page 3, **OZONE**

Arbitrators ban the use of Alyeska funds for council review of pipeline c-plans

The citizens' council will seek grant money to pay for its review of Alyeska Pipeline Service Co.'s plans for preventing and dealing with crude oil spills from the trans-Alaska pipeline.

The council board made the decision at its September quarterly meeting in Kodiak. The vote came in response to an arbitration panel's ruling a few days earlier that money from the coun-

cil's \$2.5 million-a-year contract with Alyeska could not be used for reviewing the pipeline plans.

The council intends to review contingency plans (or C-plans) for the southern one-fifth of the pipeline, where spilled crude oil could be carried into Prince William Sound or the Gulf of Alaska by the Lowe or Copper river. The

See page 2, **ARBITRATION**

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Volunteer Profile

It's all a matter of attitude, says long-time POVTS volunteer Tex Edwards

For six years, Tex Edwards' job put him in a position to see close-up the mindset of oil tanker operators before the *Exxon Valdez* spill of 1989.

From 1979 to 1985, Edwards skippered the small boats that retrieve the local pilots who steer loaded tankers through the early part of their route — the confined waters of Port Valdez, Valdez Narrows and Valdez Arm.

He recalled one spell of classic February weather in Prince William Sound when the wind blew hard and steady for two weeks, then for three days was over 60 mph. Finally came a bitterly cold night when it exceeded 100 mph.

The tankers continued to sail, even though the pilots were having trouble just getting them away from the Alyeska berths in Valdez.

"The only reason we're still doing this," one pilot told Edwards after completing a run, "is that nobody has the guts to say, 'Stop.'"

"I don't think most people recognize how much pressure there was to maintain a schedule,

keep speed up and load as fast as possible," Edwards said. "Risks were treated a little more cavalierly."

After the Exxon spill, Edwards was in a position to see how that mindset changed, thanks to his volunteer work with the citizens' council.

Among the changes since the spill: strict limits on the maximum wind speed in which a loaded tanker can operate.

"There truly is a different mentality now," Edwards said. "Risks are measured. Companies see their bridge personnel as a team. Add the new tugs and double-hull tankers on top of that, and you've got a completely different operation than when I was on the pilot boats."

Edwards, now 51, lived in Selkovia and Homer after coming to Alaska in 1971. Besides running pilot boats in Prince William Sound, he has worked for the

Alaska Department of Fish and Game and for tour boat operations. He spent the summer of 1989 working on the cleanup

of the *Exxon Valdez* spill.

"That summer did a real good job of making me pretty angry," Edwards said.

In 1992, he joined the council's Port

Operations and Vessel Traffic Systems Committee. He stayed on it through the six years he represented the City of Homer on the council board, including two years as president. He's still on the committee today, but he's no longer on the board.

On the committee, Edwards was intimately involved in a disabled tanker towing study and in the ensuing tanker risk assessment study. In both studies, the council worked closely with oil shippers and government regulators.

"That's when I went from being angry to seeing where industry and citizens could work

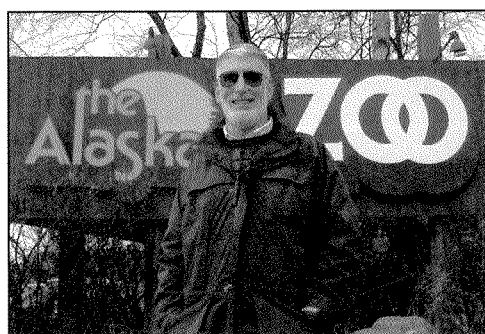
together," Edwards said.

Five years ago, Edwards moved to Anchorage and got a degree in business administration. After working in commercial television for a while, he took what has to be one of the most unusual jobs of any member of a council committee: He is executive director of the Alaska Zoo, with its elephant, moose, musk oxen and Siberian tigers on a wooded 20-acre campus on a South Anchorage hillside.

The zoo job, he said, is an outgrowth of the television work, where zoo founders John and Sammye Seawell were among his clients. He learned they were looking for someone to manage day-to-day affairs at the zoo, and he signed on.

Edwards plans to continue his service on the Port Operations and Vessel Traffic Systems Committee.

"The council is no experiment any more," he said. "It's a grand endeavor. Where the council will always have a role is in preventing complacency, in preventing profit from being the only element of the operational mindset."



Tex Edwards

ARBITRATION: Alyeska prevails on pipeline c-plans

Continued from Page 1

council estimates about 170 miles of the pipeline route lies in the drainages of the two rivers.

"When it comes to North Slope crude getting into the Sound, we want to scrutinize the plans for making sure that doesn't happen," said John Devens, executive director of the council. "The question of whether the oil comes from a tanker, the Valdez terminal or the pipeline is pretty much a quibble."

The dispute was submitted to a three-member arbitration panel after Alyeska objected to the council's intention to review the pipeline plans with contract funds.

The arbitrators agreed with Alyeska, finding that contract

funds could only be used for scrutiny of pollution risks posed by tankers and the terminal. When the contract was signed shortly after the Exxon Valdez spill of 1989, they concluded, "the reasonable expectations of the parties did not include that RCAC would be able to review and comment on Pipeline C-Plans using Alyeska funds."

Nothing in the contract bars the council from reviewing pipeline plans with non-Alyeska funds, however.

The issue first arose in 1998, when pipeline contingency plans came up for renewal and the council wanted to do a review. Alyeska objected and, because the time

for review was short, the council obtained grant funds rather than go through arbitration. The pipeline plans will come up for review again next year.

Though Alyeska won the arbitration case, the council will not have to pay the pipeline company's costs, as would have happened if the panel had found the council's case to be frivolous. Instead, the arbitrators held that the disagreement was "part and parcel of reasonable tension between contracting parties who

have embarked upon a type of venture that is not well chronicled in the annals of adversary relationships."

The arbitrators were Anchorage attorney David Ruskin, retired state Supreme Court justice Allen Compton, and retired state Superior Court judge Mark Rowland. The council was represented by the Juneau law firm of Gross and Burke. Alyeska was represented by in-house counsel Andrew Sorensen and the law firm of Groh Eggers LLC.

Council calls for citizen review of contingency plans for cruise ships and other non-crude oil haulers

The citizens' council board at its September meeting in Kodiak called on the state of Alaska to designate regional citizens' advisory councils to review oil-spill contingency plans for vessels carrying other than crude oil.

The move came in a council-passed resolution addressed to the state's Task Force on Motorized Oil Transport. The task force was set up during the last legislative session to establish oil-spill prevention and response rules for vessels that haul large quantities of fuel, such as cruise ships and large fishing vessels. The rules would also cover the Alaska Railroad.

The resolution also calls for the advisory councils to be provided with adequate funding to review the non-crude contingency plans.

Crude oil tankers are the only vessels for which contingency plans are currently reviewed by Alaska's existing regional citizens' advisory councils in Prince William Sound and Cook Inlet.

The resolution asks the task force to include in its legislative recommendations the call for adequately funded citizen review of contingency plans for non-crude carriers.

New state legislative affairs committee picked

Five members of the citizens' council board of directors will serve on the Legislative Affairs Committee for the 2001 legislative session.

The five are Jo Ann McDowell, Steve Lewis, Tom Jensen, Margy Johnson and Dennis Lodge. They were appointed in October by the council's Executive Committee.

The committee usually meets every other week during the session, tracking legislative and exec-

utive-branch issues of concern to the council. In addition, the committee coordinates the council's participation each year in a legislative reception cosponsored with communities and other groups from Prince William Sound.

Juneau attorney Doug Mertz will serve again as the council's legislative monitor in Juneau. He files a weekly written report on developments in the capital, and provides an oral update at committee meetings.

Sometimes, what is legal may not be what is right for environment's health

By John S. Devens, Ph.D.
Executive Director

In the struggle to make sure the oil industry complies with regulatory standards, we citizens may risk losing sight of another important issue: Do those standards guarantee a clean, healthy environment?

In fact, compliance with state and federal regulations does not mean the environment is safe from all harm. Regulations are set in a complicated political and bureaucratic process that tries to balance environmental protection against cost. The final compromise allows what regulators consider an acceptable level of risk, but people who depend on the environment for food, recreation, and income may want stricter standards.

For example, current rules allow the discharge of more than 14,000 gallons of crude oil components into Port Valdez each year from the ballast water treatment system at the tanker terminal operated by Alyeska Pipeline Ser-

vice Co. If that much oil went into the water in a single incident, it would be considered a major spill.

Before the vapor recovery system was installed on the berths at the Alyeska terminal, 120 tons of toxic hydrocarbon vapors were legally vented into the air each day as tankers loaded oil, creating a health hazard for Valdez residents and terminal workers alike.

Even with the vapor system in place, regulations this year allow more than 10 tons of vapors to be released daily as tankers load. While that allowance will decline over time, some uncontrolled loading will always be permitted under the regulations as they currently stand. Moreover, vapors released during loading are only part of the picture. Vapor releases from the ballast water system and from the oil-storage tanks on the hillside above

the tanker berths are not even measured, much less regulated.

Non-indigenous species represent another kind of pollution.



John Devens

These are alien marine species that arrive as plankton in the ballast water of large ships like oil tankers. They are discharged alive into Prince William Sound where some, possibly including harmful species, may take up permanent residence.

In other ports, such invasions have created serious environmental problems. One example is the zebra mussel in the Great Lakes.

Despite the well established risk of such invasions, the discharge of plankton-carrying ballast water into the Sound is largely unregulated. The one minor exception is the handful of tankers that arrive in Valdez from foreign ports. They are required to exchange their ballast water at

sea, replacing plankton-rich water taken on in port with relatively plankton-poor water from the high seas.

Because of an exemption in federal law, however, tankers arriving from domestic ports — such as Puget Sound, San Francisco Bay, and Long Beach — are not subject to the requirement for at-sea ballast exchange. This is despite the fact that such tankers make up the bulk of the traffic into Valdez, and may come from ports where alien species have already become established. One example is San Francisco, which has been invaded by the Asian green crab.

One of our chief missions has always been to battle the kind of complacency that caused the *Exxon Valdez* spill of 1989. Complacency can take many forms, however, and one of them is when citizens do not demand strict enough standards of regulatory agencies.

Are today's standards in Prince William Sound strict enough? Or is it time for new and tougher rules?

Sites picked for Geographic Response Strategies

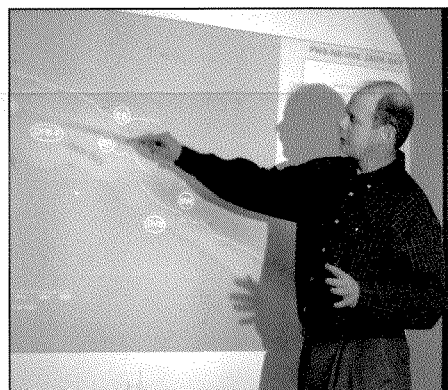
A working group has identified six sites in southwestern Prince William Sound for the development of detailed protection plans to be used in the event of an oil spill.

The sites are part of what will ultimately be at least 20 such sites in the Sound selected for development of the plans, which are called Geographic Response Strategies.

The sites, the sixth of which was selected at an Oct. 24 meeting in Anchorage, are: Seal Island, Gibbon Anchorage on Green Island, Port Chalmers, Iktua Bay, Horseshoe Bay and Point Elrington.

Earlier, five sites were selected in northeastern Prince William Sound: Upper Jack Bay, West Tatitlek Narrows, the village of Tatitlek, West Boulder Bay and Hell's Hole.

As the sites are selected and protection plans are developed, they will become part of the oil



Tim Robertson, a contractor for the citizens' council, discusses Geographic Response Strategies at an Oct. 24 meeting in Anchorage. Photo by Stan Jones, citizens' council.

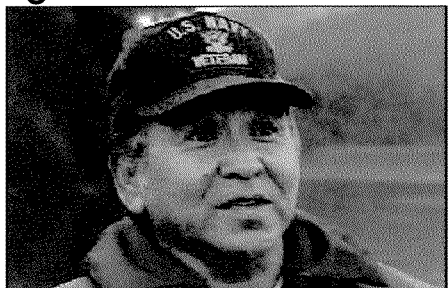
spill contingency plans that crude oil shippers are required to prepare and file with the state of Alaska.

The working group on Geographic Response Strategies includes the citizens' council, state and federal agencies and the crude oil shipping companies that operate out of Valdez. Its next meeting is scheduled for Jan. 24, 2001, in Anchorage.

Kompkoff is tapped for village seat on the council

The Chenega IRA Council has named Pete Kompkoff III to replace Darrell Totemoff as its representative on the citizens' council board of directors.

Kompkoff was scheduled to be seated at the board's December meeting in Anchorage.



Pete Kompkoff

THE OBSERVER is the free quarterly newsletter of the Prince William Sound Regional Citizens' Advisory Council. Except as noted otherwise, articles in the Observer are written by Stan Jones, Public Information

Manager. Questions and suggestions should be directed to him by mail to the council's Anchorage office, by phone to 907-273-6230, or by an electronic mail message to observer@anch.pwsrccac.org.

OZONE: BP will use tanker Tonsina to test system's ability to kill plankton in ballast

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ways.

"I believe it would be safer than pumping water all round the ship and, in the end, cheaper, too," Gale said.

Ozone — consisting of three oxygen atoms combined into a single molecule — has long been used to purify water, including some public water systems. The questions for BP are whether it can be made to work in a ballast tank in a ship at sea, whether it will damage equipment on the ship, and whether the ballast water will be safe to discharge into the Sound.

Ozone attacks rubber, meaning it could harm seals and gaskets in the ship's piping and hatches. BP is optimistic that won't happen because ozone doesn't last long. It quickly reverts to the more ordinary and harmless form of oxygen, two atoms in one molecule.

Will ozonated water be safe to discharge into Prince William Sound? BP doesn't expect that to

be a problem, either, because of ozone's short life expectancy.

An ozone system was installed at a cost of \$2.4 million on the *Tonsina*, an older double-hull tanker in the BP charter fleet, during recent maintenance in Korea. It took seven miles of pipe to connect the system to the *Tonsina's* 15 ballast tanks, according to BP shipping executive Simon Lisiecki.

Testing was to begin this month and continue as long as it takes to decide if the technique works.

Gale said he got the ozone idea after his son took a job with a company that makes water-purification equipment. Gale was reading up on the subject when he came across references to the use of ozone as a purifier. That led him to wonder if it would work in tanker ballast water, and that led to the *Tonsina* experiment.

"If it works, I want the credit for it," Gale said. "If it doesn't work, I don't want to hear about it."

Telling the story of TAPS: the Trans-Alaska Pipeline System and its people

By Greg Jones

Senior Vice President
Valdez Business Unit

We are at the end of our first year in the new millennium. At Alyeska, it has been a year marked by real progress, some setbacks, and the tragic loss of one of our TAPS family members.

On August 16, Jerry Barnes, a technician at the Valdez Marine Terminal, died after the dump truck he was driving rolled over an embankment. He was 51 years old. He leaves his loving wife, his adored young daughter, dear sister, close co-workers, friends and many who knew him simply as a member of the extended family we call TAPS. Such close personal loss is something I have not experienced. I know I speak for all of us when I say how deeply saddened we continue to be over the loss of Jerry Barnes and extend, once again, our deep-

est sympathy to his family.

My personal commitment and expectation is that we will learn all we can from this tragedy. You can expect that we will do all we can to prevent such a tragedy from ever happening again. The recommendations developed by the accident Investigation Team are being implemented.

The 800 miles of pipe, the terminal facility and our world class vessels mean nothing without our people. They are more than technicians, operators, supervisor or managers. In some way, our people are each owners of this remarkable system. And, as such, they have the right and bear the responsibility of working together to ensure a safe and open work environment.

Alyeska Report



Greg Jones

The initiative to change our company culture, which started more than two years ago, is seeing progress. I believe the change is visible and tangible. I also know harassment, intimidation, retaliation and discrimination continue within our organization. To claim otherwise would not be telling the whole story.

As the senior leader of the Valdez Business Unit, it is my responsibility to lead the efforts necessary to ensure a work environment where no one gets hurt and where we freely discuss ideas and raise concerns without fear. Our managers are responsible for encouraging, responding and taking action when issues and ideas come forth. All TAPS workers are responsible for valu-

ing the diversity of ideas and engaging in these efforts. To do less is unacceptable.

I am particularly encouraged that more people are stepping forward and reporting near misses. For example, the spark near-miss incident at Berth 4 allowed us to correct a severe deficiency. In understanding the sequence of events that lead to near misses, we learn and improve our operations. We need to acknowledge responsible behavior regarding people who bring forward their concerns.

The work of changing our culture is approaching a crossroads. We see where we have to go. Although we have the principal responsibility, we can't go it alone. We need the help of our stakeholders. Through well-reasoned advice and the telling of the whole story, we will move forward.

Second oil giant unveils plans for new double-hull tankers for use in Valdez trade

BP has ordered three new double-hull tankers for use in delivering its share of North Slope crude to West Coast refineries.

The order is worth more than \$630 million, according to the company, and includes options to purchase three more of the 941-foot vessels.

Double hulls, mandated by the Oil Pollution Act of 1990, are a key design feature for reducing or eliminating oil spills if a tanker runs aground or collides with another vessel.

Design work is already under way on the new vessels and construction should begin in early 2002, BP said. The ships will be built by National Steel and Shipbuilding Co. in San Diego, with delivery expected in 2003, 2004 and 2005. By 2006, BP said, its entire Alaska fleet will be double-hull tankers.

Each of the Alaska Class Tankers, as BP is calling them, can carry 1.3 million barrels of oil. They have double rudders, double engine rooms and double propellers, as well as double hulls. To

prevent small leaks of lubricating oil, the propeller driveshafts are lubricated with sea water.

The ships are also equipped to exchange ballast water at sea, an important tactic for reducing the spread of harmful non-indigenous species to new ports.

"These ships have been designed for exceptional environmental performance," said BP official Anne Drinkwater.

They will be operated by Alaska Tanker Co. of Beaverton, Ore. It was formed in 1999 and operates BP-chartered tankers used in the Alaska North Slope trade.

BP is the second of Alaska's three major North Slope oil producers to announce plans for bringing new double-hull tankers into service.

ARCO announced in 1997 it was ordering three new double-hulls for the North Slope trade. The first of those vessels, called the Millennium Class, is expected to enter service early in 2001.

ARCO's Alaska assets were



BP's Alaska Class Tankers will be 941 feet long and carry 1.3 million barrels of oil. The first is due in service in 2003. Illustration courtesy of BP

later bought by Phillips Petroleum. Its shipping unit, Polar Tankers, will operate the Millennium Class tankers acquired from ARCO.

Polar Tankers announced in October it was ordering a fourth Millennium Class tanker, saying the decision reflected Phillips' plan to increase its Alaska pro-

duction from the current level of about 350,000 barrels a day to as much as 400,000 barrels a day.

The other major player on the North Slope, ExxonMobil, has not announced plans to build new double-hull tankers for the Valdez trade. Exxon's tankers are operated by its shipping subsidiary, SeaRiver Maritime.

Publications, presentations and reports are available from council offices

Reports

1999-2000 Year in Review

(Annual Report). 11/1/2000

PWS RCAC Fire Protection

Review. 10/9/2000

Valdez Marine Terminal Maintenance - Review of Outstanding and Deferred Maintenance

Work Orders Ballast Water

Treatment Facility. 9/1/2000

Mitigating Navigation Hazards

Copies of most council documents are available to the public free of charge. Contact the council's Anchorage office (see back page) to order.

from Columbia Glacier Icebergs in Prince William

Sound. 5/26/2000

RCAC Video "A Noble Experiment". 5/4/2000

Biological Invasions of Cold Water Coastal Ecosystems,

Prince William Sound Alaska.

3/15/2000.

Presentations and Papers

Coping with Technological Disasters. Leann Ferry; 11/2/2000;

Coping with Technological

Disasters Guidebook Work-

shop; Whittier, Alaska

Community Involvement Versus

Big Oil: A Case Study of the Policy Process. John

Devens; 10/26/2000; 32nd

Annual Michigan Conference

of Political Scientists; Alma,

Michigan

Central Cook Inlet Geographic Response Strategies. Tim

Robertson; 6/13/2000; Arctic

Marine Oilspill Programme;

Vancouver, B.C.

TERMINAL: Incidents raise concerns for citizens' council and regulators

Continued from Page 1

ciently handle all the oil flowing through the terminal, and regards the amount of uncontrolled loading that has gone on during Alyeska's recent problems as proof of the need for vapor controls on a third berth.

- The council requested that Alyeska commission a terminal-wide quality-assurance audit by an independent auditor, with the Joint Pipeline Office to verify the resolution of all findings in the audit.

- The council requested that Alyeska hire an independent third-party quality-assurance team to monitor daily activities at the terminal until normal operation is restored, and to report its findings directly to Alyeska management and the Joint Pipeline Office.

- The council requested that Alyeska and its oil-company owners pledge to provide adequate funding and sufficient professional resources to ensure that all maintenance and repair work needed at the terminal is done in a timely manner and to the highest standards of quality.

The council's requests were delivered to Alyeska by letters dated Nov. 1.

A few days earlier, the Joint Pipeline Office wrote Alyeska, directing the company to explain its operations, problems and repair plans at the terminal. The pipeline office also directed Alyeska to explain if it planned to install vapor controls at a third berth, and, if not, why not.

On Nov. 10, Alyeska wrote the Joint Pipeline office to say two vapor-controlled berths still appear adequate to handle projected oil production from the North Slope. And in a Nov. 22 letter to the council, the company said it believes an audit and a study already in progress will provide the answers about terminal operations and safety that the council sought in its Nov. 1 letters.

Alyeska's operational problems are centered on Berths 3 and 4.

At Berth 3, corrosion was discovered in the pipes that carry

oily ballast water from tankers to the system that cleans it and discharges it into Port Valdez. Until the pipes are repaired or replaced, Berth 3 can still load oil onto a tanker, but only after the tanker has discharged its ballast water at a different berth.

Any use of Berth 3 is a problem for the council because it is not equipped with vapor controls. Consequently, loading a tanker at Berth 3 means oily vapors are released into the air.

At Berth 4, Alyeska this summer began a project to replace the 24-inch valves that control oil flow into tankers. However, the new 16-inch valves resulted in so much vibration during loading that Alyeska decided to go back to 24-inch valves. Until those valves can be installed, Berth 4 will not be able to load oil at normal rates. It can, however, perform deballasting operations.

As a result of these problems, Alyeska has been doing most tanker loading at Berth 5 — which is fully operational and has a vapor-recovery system — with some deballasting at Berth 4.

The council takes the view that moving tankers from berth to berth for deballasting and loading is more environmentally risky than the standard practice of a tanker tying up at a berth, deballasting, loading and leaving. The process can be further complicated by high winds and rough seas, not uncommon in Port Valdez in November and December.

In addition to the maintenance and engineering problems at the terminal, Alyeska in October had two near-misses that could have led to fire or explosion.

One incident occurred as Alyeska technicians were preparing to connect vapor-control equipment to a tanker that was about to be loaded at Berth 4. A spark leapt from the vapor-control piping to the connection point on the tanker. Luckily, no oily vapors were in the air, so no harm occurred.

Subsequent investigation revealed the system's equipment for preventing such sparks had erroneously been bypassed.

In the other incident, a mixer

motor outside one of Alyeska's crude oil storage tanks overheated and had to be shut down.

Mixer motors power the mixers that prevent waxy sludge from settling to the bottom of the oil storage tanks.

An investigation determined that the failed motor had been taken out of service for routine maintenance, then returned to service with insufficient lubricant inside it. Consequently, it overheated when started.

Because the motor was outside the tank, it could not have set the crude oil inside on fire. But Alyeska considered the incident a near-miss because of the risk that the overheated motor could have ignited vapors outside the tank, had any been present.

As of Nov. 1, the status of the four loading berths were as follows, according to the council letter:

- Berth 1 is not equipped with a vapor control system and can load only a limited number of tankers in the Valdez trade. The ballast water piping has not been inspected for corrosion.

- Berth 3 is not equipped with a vapor control system. Repairs to the ballast water piping were scheduled to take place at the berth.

- Berth 4 was expected to be out of service for crude oil loading until approximately the end of the

year during work at the berth.

- Berth 5 was expected to be the primary crude oil loading berth through Dec. 31, operating at rates exceeding historical averages. Scheduled maintenance, repairs, and inspections have been delayed.

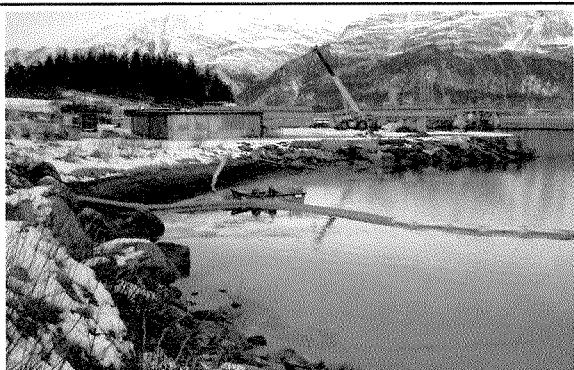
(Despite the numbering system, there are only four berths at the Alyeska terminal. Berth 2 was planned but never constructed.)

The council letter to Alyeska acknowledged management improvements over the past year but said "a review of incidents, near misses, reports, and correspondence since the Spring of 1999 reveals a pattern of problems that must be addressed and resolved."

Some highlights of that review included:

- Deferred and delayed inspections, maintenance and repairs
- Delayed implementation of recommendations from the tanker vapor control system management review
- Inadequate engineering resources and engineering errors
- Increased number of fire-related incidents
- Failure to understand and/or follow approved procedures
- Unresolved findings from Alyeska's quality audits and root cause analyses.

DRILL — Alyeska's Valdez Marine Terminal was the site of a Nov. 9 exercise simulating an on-land spill of several hundred barrels of crude oil from the storage tank system. Here, a task force deploys containment boom along the shoreline in the terminal area. Photo by Tom Kuckertz, citizens' council.



HIGH-TECH HYBRID — Marilyn Leland, deputy director in the council's Anchorage office, recently was selected to test-drive Toyota's exotic new energy-efficient Prius (above). The vehicle has two power plants — a gasoline engine and an electric motor. The result is great fuel economy — up to 52 miles per gallon of gas in city driving, according to Toyota. The instrument panel (right) is as exotic as the propulsion system, with not one, but two, electronic displays to keep the driver well informed. The lever at the left side of the picture is the gearshift. Photos by Stan Jones, citizens' council.



Council visits citizens and member organizations in Cordova, Whittier

By Leann Ferry
Community Liaison
Deputy Director Marilyn Leland and I traveled to Cordova in early November to visit some of the council's member groups. We met with representatives from Cordova District Fishermen United and Prince William Sound Aquaculture Corporation to discuss the latest council news, including Geographic Response Strategies and non-indigenous species research. We also met with representatives from the Oil Spill Recovery Institute and the Prince William Sound Science Center to discuss possible collaborations.

Whittier prepares for technological disasters
On November 2, I visited Whittier to speak to local citizens about the council's *Coping with Technological Disasters* guidebook. Twelve Whittier residents, including council

member Marilyn Heddell and Mayor Ben Butler, attended the one-hour workshop.

We discussed the disaster guidebook and how it could be useful for Whittier in dealing with or preparing for a man-made or other type of disaster. Six community coping tools are part of the guidebook: a pre-recorded, ready-to-broadcast, radio series covering technological disaster-related topics; information leaflets ready to copy and pass around a community; a print-ready newspaper series on related topics; a peer-listener program to teach community members how to counsel one another during crises; an in-service training program for key community professionals such as clergy, teachers and police; and a talking circle for the Alaska Native community.

If you would like a presentation in your community on the council's disaster guidebook, please call me.



Leann Ferry



ABOVE: Council member Marilyn Heddell (back row, third from right) and Mayor Ben Butler (back row, fourth from right), along with other Whittier residents, meet to talk about the *Coping with Technological Disasters* guidebook. **BELOW:** Marilyn Leland talks with representatives of council member groups in Cordova. From left to right: Bill Lindow, Marilyn Leland, Michelle Hahn O'Leary, Sue Aspelund, Mike O'Leary, Bud Perrine, and Patience Andersen-Faulkner. Photos by Leann Ferry, citizens' council.



Prince William Sound Regional Citizens' Advisory Council

The Prince William Sound Regional Citizens' Advisory Council is an independent, non-profit corporation formed after the 1989 Exxon Valdez oil spill to minimize the environmental impacts of the trans-Alaska pipeline terminal and tanker fleet. The council has 18 member organizations, including communities affected by the Exxon Valdez oil spill and groups representing Alaska Native, aquaculture, environmental, commercial fishing, recreation and tourism interests in the spill region.

The council is certified under the federal Oil Pollution Act of 1990 as the citizen advisory group for Prince William Sound, and operates under a contract with Alyeska Pipeline Service Co. The contract, which is in effect as long as oil flows through the pipeline, guarantees the council's independence, provides annual funding, and ensures the council the same access to terminal facilities as state and federal regulatory agencies.

The council's mission: Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers.

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