

The Observer

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

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First OPA 90 double-hull enters Valdez service

Alaska reached a major milestone in oil-spill protection this summer when the first double-hull tanker built specifically for the North Slope oil trade since the *Exxon Valdez* spill made its first trip into Valdez.

Phillips Petroleum's 895-foot *Polar Endeavour* sailed through the Valdez Narrows and into port July 11 to an enthusiastic welcome from Valdez residents, state officials, oil industry representatives, and the citizens' council.

"It's not about a tanker," said council president John Allen in remarks at the welcoming ceremony on the Valdez container dock. "It's about an attitude. We're grateful to Phillips for their commitment to keeping the environment safe for my people."

Allen represents the community of Tatitlek on the council.

The *Endeavour* was built in Louisiana at a cost of over \$200 million, according to Phillips. It complies with the federal Oil Pollution Act of 1990, passed after the *Valdez* spill. The Act requires,

See p. 4, **ENDEAVOUR**



Phillips Petroleum's *Polar Endeavour* reached Valdez July 11. The *Endeavour* is the first double-hull tanker built for the North Slope oil trade under the Oil Pollution Act of 1990. Photo courtesy of Phillips Petroleum.

Lab study casts doubt on effectiveness of chemical dispersants in Sound

By Lisa Ka'aihue
Council staff

How well would chemical dispersants work on North Slope crude oil in Prince William Sound? That was the question posed by the citizens' council to researchers at the National Marine Fisheries Service's Auke Bay Laboratory in Juneau.

The short answer: Probably not very well on either fresh or weathered crude.

The council asked the researchers to evaluate the effectiveness of two different dispersants likely to be used in the event of a crude spill in the Sound. To be effective, dispersants must break oil up into small droplets

and disperse it through the water column, thus preventing the formation of slicks that could move into sensitive environments.

Using an EPA-approved laboratory test, the Auke Bay researchers concluded that the dispersants were largely ineffective on fresh or weathered North Slope crude at the combinations of temperature and salinity most common in the Sound. Less than 10 percent of the oil was dispersed into the water.

The council has long endorsed mechanical recovery as the prime tool to combat an oil spill. Unlike dispersant use, mechanical recovery with booms and skimmers actually removes oil from the

water. Nonetheless, the council recognizes there may be times when dispersants are the best option. In order to decide, oil-spill responders need to be confident that the products they are considering for use actually work.

In performing the research for the citizens' council, the scientists at Auke Bay Laboratory used a standard Environmental Protection Agency-approved technique called the swirling flask method. With this method, scientists place a dispersant-oil mixture on water in a flask and agitate it with a special shaker table. The amount of oil dispersed into the water is then determined by chemical analysis.

The tests were done at various

water temperatures and salinities, including some found in the Sound. This is significant, as most previous laboratory dispersant studies have involved tests at temperatures much higher than any found in the Sound.

The use of the swirling flask method in this study was somewhat controversial. This test "was chosen by EPA and Environment Canada as the most reproducible and least variable method, but is not widely accepted by the oil industry," according to Dr. Adam Moles, the lead researcher for this study. The critics of this method believe it underestimates

See p. 3, **DISPERSANTS**

Coast Guard again grants unconditional recertification to the citizens' council

The Coast Guard on Sept. 7 recertified the citizens' council as meeting its responsibilities under the Oil Pollution Act of 1990.

The word came in a letter from Rear Admiral T.J. Barrett, head of the Coast Guard in Alaska. He said the council fostered the general goals and purposes of the Oil Pollution Act.

Barrett praised the council for its role in improving the safety of

oil terminal and tanker operations in Prince William Sound, citing specifically the ice detection radar project, the council's work on the Alyeska tanker terminal's fire prevention and response system, and the development of Geographic Response Strategies.

"These are just examples of your excellent work over the last

See p. 5, **RECERT**

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Volunteer Profile

Transplant from Lower 48 says Cordova may have spoiled him for real world

John Williams was a Texas high-school student in March 1989. The *Exxon Valdez* spill didn't make a big impression on him.

"I remember hearing about it, but that's about all," he said. "It was a long ways away."

Today, however, the Cordova resident is an active member of the citizens' council's Scientific Advisory Committee.

How is it that someone with no personal experience of the *Valdez* spill is now a part of the group set up to prevent anything like it from happening again?

"Once I got here, I realized how big a deal it was," he said. "I think it's an awesome concept, citizen involvement. I think with RCAC, it could never happen again that bad."

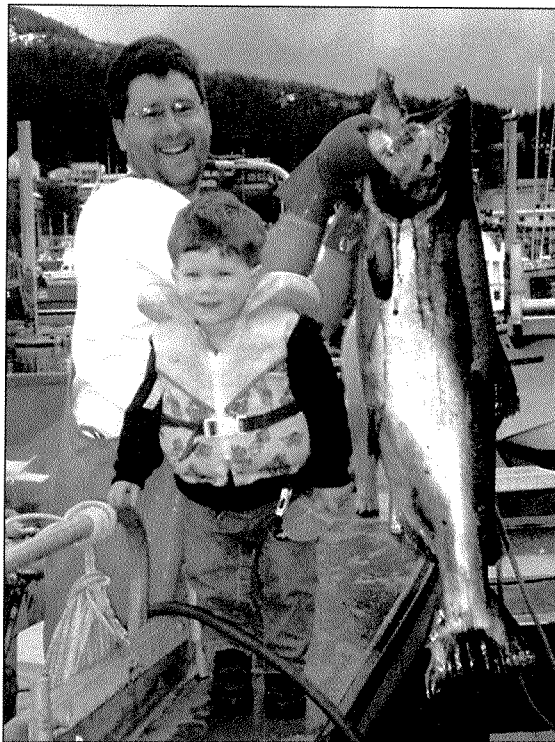
Williams, 30, got a master's degree in fisheries biology from Texas A&M in 1995. Soon after, he and wife Kate came to Alaska to visit John's father in Wasilla. By 1996 they had settled in Cordova.

Kate works for the Native Vil-

lage of Eyak. John worked at the Prince William Sound Science Center until spring of last year. His research duties included one of his favorite activities, scuba diving.

Nowadays he's a stay-at-home dad with three sons: Two-year-old Hawkins, named after a beautiful island near Cordova, and twins Hayden and Reid, who celebrate their first birthday this month. John runs a small scuba-diving business on the side and is on the Cordova Ski Patrol.

"Hopefully it's just a sabbatical," he said of his present domes-



John Williams with son Hawkins, age 2, and a very large fish. Photo courtesy of John Williams

tic routine. "I hope to get back into fisheries research and diving research as the kids get older and I have more time."

On the Scientific Advisory Committee, Williams has enjoyed his involvement with the Long-Term Environmental Monitoring Project and his work on the invasive species project.

That project deals with the risk that Prince William Sound might be invaded by harmful non-native marine species introduced by oil tankers discharging ballast water from Lower 48 ports.

Given the prevention and response measures adopted since 1989 and the heightened oversight of tanker traffic in the Sound, Williams says, another blunder on the scale of the *Exxon Valdez* is pretty unlikely.

But invasive species, he said, "are a huge concern because the tankers do dump so much ballast."

After five years in Cordova, John Williams and his family have pretty much decided to make it home for good. Naturally, they have a boat - a 22-foot cabin skiff called the *Not-So-Blue*.

"I get out on the water with the family, and I also scuba dive off it and fish and hunt with it," he said. He even jokes that every Cordovan is required by city ordinance to have a boat.

"It's a great place to raise a family," he said. "People elsewhere just can't comprehend the lifestyle up here. I know everyone in town. I don't even know where my house key is anymore, and my car keys always stay in my car. I'm not sure I could go back to the real world."

Valdez meeting sees board tighten budget pending completion of Long Range Plan

At its May quarterly meeting in Valdez, the citizens' council board adopted a "continuation" budget for the first part of Fiscal Year 2002, rather than the standard year-long budget.

The continuation budget was to remain in effect until completion of the council's Long Range Plan, which is under development by a committee headed by Steve Lewis, council vice president.

Under the continuation budget, funding for routine expenses such as rent, utilities and salaries was to continue

as usual. The same was true of existing projects and those specifically approved at the May meeting, such as the ice detection radar project.

However, the continuation budget froze issuance of new contracts, new hires, purchases of new equipment and travel outside Alaska except as approved by the board's seven-member executive committee.

The move to a continuation budget was proposed by Stan Stephens, then board president. Stephens indicated he was

concerned that the council would have insufficient money for projects in the future if tighter budget controls were not put in place until the Long Range Plan was finished.

As of Observer press time, the chairman of the Long Range Plan Coordinating Committee, Steve Lewis, indicated he hoped to bring the plan to the board for approval at its December meeting in Anchorage.

In other business at the May

meeting, the board:

- Approved a new three-year contract with Alyeska. It provides for continued funding at the current level of about \$2.5 million per year, with annual increments to cover increases in the cost of living.
- Approved a lease for the council's new office site in Valdez. It is located at 339 Hazelet, a few blocks from the old office on Fairbanks Drive.

Input needed on Geographic Response Strategies

Do you know of a special place in Prince William Sound that needs to be protected from oil spills? If so, the citizens' council is in need of your advice.

The council is collecting input to identify sites in the Sound where Geographic Response Strategies should be created. The council has taken on the project on behalf of a working group that includes the council, government regulators and the oil industry.

Geographic Response Strategies represent a new type of oil spill plan that spells out how to protect specific local resources, such as clamming beaches or

salmon spawning streams, threatened by spilled oil.

The working group has drafted a list of candidate sites, but needs public comment to determine if these are the most critical sites or the list should be changed. In addition, input is needed on how the sites can be protected from spilled oil pushed in by wind or tide.

To get the list of sites and instructions on how to comment, call the council office in Anchorage at 800-478-7221 or in Valdez at 877-478-7221. You can also find this information on our Internet site, www.pwsrcc.org. The deadline for comments is Oct. 15, 2001.

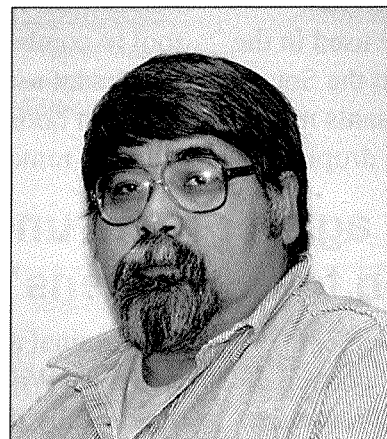
Tatitlek's John Allen is new council president

John Allen was elected president of the citizens' council at a special meeting of the board in June.

Allen, who represents the community of Tatitlek on the council, succeeded Stan Stephens in the president's post.

Allen had been serving as vice president of the council. Steve Lewis of Seldovia was elected to the vice presidency after Allen vacated it.

Lewis had been serving as a member-at-large of the council's executive committee. Cheryl



John Allen

Heinze, who represents the Alaska State Chamber of Commerce on the council, was elected to replace Lewis as member-at-large.

The other members of the council's executive committee are: Secretary Marilyn Heddell, representing the city of Whittier; Treasurer William Walker, representing the city of Valdez; Member-at-large Dennis Lodge, representing the city of Seward; and Member-at-large Paul McCollum, representing the city of Homer.

Windy Bay incident suggests a need for protection from non-crude spills

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

When the fishing tender *Windy Bay* sank near Olsen Island on Aug. 4, it caused the biggest oil spill in Prince William Sound since the *Exxon Valdez*. It also set off a healthy debate about whether enough is being done about spills not involving crude oil.

The *Windy Bay* spilled mainly diesel – 35,000 gallons of it. There is no clearly established system for the operators of relatively small vessels like the 180-foot *Windy Bay* to manage their own cleanups. So the Coast Guard took charge in this case, and called on Alyeska's Ship Escort/Response Vessel System to help.

Some people wondered why our council wasn't involved. It's because we were formed to do one thing only: prevent pollution caused by the transportation of North Slope crude oil through Prince William Sound and the Gulf of Alaska. This is embedded in two documents crucial to our existence.

One is the Oil Pollution Act of 1990, which Congress passed in response to the Exxon spill. It calls for citizen advisory groups for Prince William Sound and for Cook Inlet.

The other document is our contract with Alyeska Pipeline

Service Co. It provides most of our money, and limits the use of Alyeska funds to oversight of crude oil operations.

Together, these documents require that we find new money if we want to take on responsibilities unrelated to the marine transportation of North Slope crude oil.

And it would take a lot of money to monitor non-crude operations the way we do oil tankers and the Alyeska terminal. The most critical time for citizens to be involved is not during the cleanup of a spill, but before it happens. That's when

all-important prevention measures are devised and put in place, as well as measures for responding when prevention fails.

Even for an advisory group like ours, this process is expensive in both money and work time. That is why we couldn't undertake oversight of non-crude operations without jeopardizing our main mission of preventing crude oil spills like the *Exxon Valdez*.

However, it should go without saying that we, as citizens of Alaska and stewards of its waters, are dismayed by incidents like the *Windy Bay* spill. Pollution is pollution, whatever the source.

Since the *Windy Bay* incident,

there has been much talk about whether more oversight of non-crude operations is needed.

Alyeska's people did a fine job on the cleanup this time, but the fact remains that their main mission is preventing and responding to crude oil spills.

Next time, they might be too busy with tanker operations to divert resources to a non-crude spill.

Some help is on the horizon. The Legislature this spring passed a bill that will require non-crude haulers to prepare contingency plans.

Contingency plans specify what operators must do to prevent oil spills and to respond when prevention fails. In the crude-oil trade, they are perhaps the most important environmental protection tool citizens have. Analyzing these plans and advocating improvements to them are core functions of our council.

Contingency plans could become an equally powerful tool for oversight of non-crude operations.

Unfortunately, the lawmakers ignored our advice on one important point: They failed to include any requirement, or funding mechanism, for citizen oversight like that focused on crude-oil

operations.

Contingency plans are open to public comment, but we have found that providing effective citizen input on these huge and complicated documents requires expensive assistance from technical experts in a variety of disciplines, and many hours of staff and volunteer time.

And contingency plans are only one component of citizen oversight. It's also expensive to monitor facilities like the Alyeska terminal, do environmental sampling around the Sound, participate in drills, and carry out the many other responsibilities we have.

Has the time come for adequately funded citizen oversight of the non-crude haulers? As a resident of the Sound, I hope so.

And I'm sure that our board would give serious consideration to any proposal for our council to oversee non-crude operations, if it did not jeopardize our original mission or put us out of compliance with the Oil Pollution Act or our Alyeska contract.

Alternatively, we could serve as an information resource for a new citizen group set up to monitor non-crude operations.

As citizens and stewards of the Sound, we're interested in helping however we can to guard against incidents like the *Windy Bay* spill.



John Devens

Summer sees council visits to Kenai Peninsula communities of Homer and Seward

By Leann Ferry
and Linda Robinson
Council Staff

On June 11, 2001, the citizens' council staff and board members met with Seward City Council members to discuss oil transportation issues at a council-hosted dinner. The council's executive director, John Devens, updated attendees on council plans to work on the development of Geographic Response Strategies for the outer Kenai coast. These are site-specific oil spill response plans, developed with

local input, for environmentally sensitive areas. Meetings on these plans are slated to begin in the last part of this year. The group also discussed the need for more oil-spill response equipment permanently stationed in Seward and the council's research

on potential non-indigenous species invasions from the ballast water of oil tankers.

On Aug. 27, the council held a reception and dinner for the Homer City Council. Along with city council members, the Homer mayor, harbor director and Nan-

walek Chief joined three council directors, one committee member and staff to discuss council projects, particularly those of interest to downstream communities.

Discussions are being held with Kodiak regarding an outreach project to be held there.

DISPERSANTS: Are they effective in Sound?

the effectiveness of dispersants. However, it is currently the only method used by EPA to evaluate dispersants.

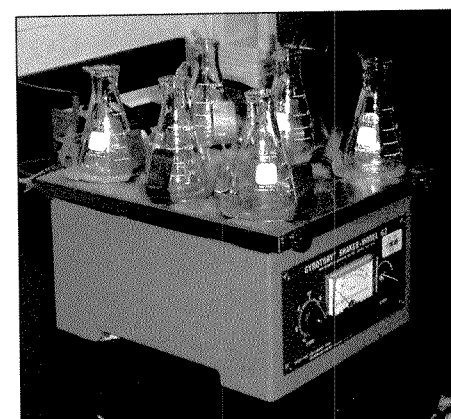
Extrapolating to the real world is another problem that all laboratory studies face, regardless of the methods used. Jeff Short, another researcher at Auke Bay Laboratory, said this is "mainly because of the difficulty in anticipating and mimicking the oil weathering state, the turbulence of the sea, and the amount of mixing of dispersant with oil when applied under field conditions."

Although there have been field trials of dispersants applied to intentional oil spills into the ocean, there have been no such

trials, under Prince William Sound conditions, of the primary chemical dispersant stockpiled for use on North Slope crude spills in the Sound. The citizens' council has directed its scientific advisors to begin evaluating the potential for such a field trial in the council's region. Such a test would require the cooperation and support of citizens, regulators, industry representatives, and the scientific community. It would be undertaken only after thorough review by the citizens' council board, and input from citizens of the region.

But the test, if conducted properly, could finally answer the question "How effective are chemical dispersants at dispersing North Slope crude oil in the

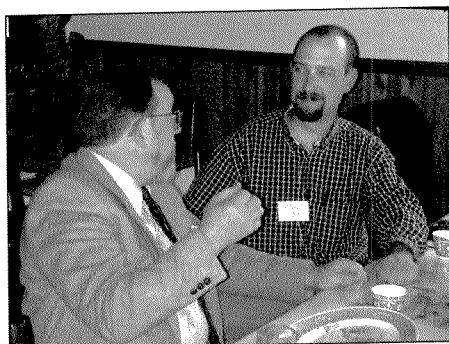
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The Auke Bay dispersant tests were performed on a "shaker table" like this. Photo courtesy of Environment Canada.

waters of Prince William Sound?"

Until then, we have to rely on laboratory tests and this one casts serious doubt on the effectiveness of chemical dispersants in the Sound.



Council board member Dennis Lodge chats with Ron Wille, chair of Seward's Port and Commerce Advisory Committee, during a dinner for the Seward City Council, June 2001. Photo by Leann Ferry.

People and equipment of SERVS team measure up during eventful summer

By Greg Jones

Senior Vice President
Valdez Business Unit

This summer's events in Prince William Sound demonstrated the value of the investments in spill prevention and response that Alyeska and its owner companies have made. By every measure, the people of SERVS and the equipment and systems we operate met and exceeded performance expectations. The same is true of our response partners in the fishing vessel task forces, and of our contractors like Crowley Maritime Corp. and TCC Corp.

On July 15, a fishing vessel failed to give the right of way in the Valdez Narrows to the Chevron *Mississippi*, a tanker departing Alyeska's Valdez Marine Terminal with almost 500,000 barrels of oil aboard. The skipper of the fishing vessel was not on the bridge, and was not monitoring the radio traffic that would have informed him of the approaching tanker.

Well-trained professionals on board the *Mississippi* and the escort vessels *Alert* and *Guard* executed the emergency procedures for which they had trained in regular drills.

Tethered to the stern of the *Mississippi*, the *Alert* with its twin rotating thrusters stopped the

tanker in two ship lengths, about 200 yards from the fishing vessel's net. Several days later, the Coast Guard presented commendations to the Crowley crews who operate the *Alert* and the *Guard* for SERVS. Their actions averted a possible ship collision and very likely saved lives.

On the weekend of August 4-5, the fishing tender *Windy Bay* hit a submerged rock near Olsen Island in northern Prince William Sound, and, despite the best efforts of her crew, sank shortly thereafter. The sunken vessel began to leak 35,000 gallons of diesel fuel. Personnel of the Coast Guard's Valdez Marine Safety Office took command of the response, assisted by the Alaska Department of Environmental Conservation.

This was not a crude oil spill to which SERVS was required to respond, but with 35,000 gallons of diesel on board the *Windy Bay*, and the Coast Guard and ADEC asking for our help, we could not say no. The fishing tender's operator also called upon Alaska Chadux, the oil spill cooperative for smaller operators in Southcentral and Southeast Alaska.

SERVS mobilized the *Valdez Star*, a cleanup vessel capable of recovering 2,000 barrels of liquids per hour. SERVS also activated 19 vessels from its core team of over 50 fishing vessels and crews from around Prince William Sound and Southcentral Alaska. Using high efficiency "Current Buster" skimmers, the fishing vessel task forces worked with the *Valdez Star* to chase down and recover the spilled diesel. Chadux personnel provided reconnaissance, logistical support, and initiated wildlife response.

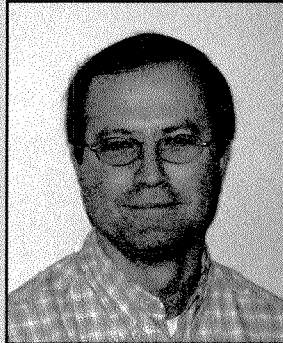
Within three days, this team recovered 11,000 gallons of diesel, nearly a third of the amount spilled. Forty percent of the diesel had evaporated, leaving scattered sheens and stringers that the fishing vessel task forces continued to pursue. Working with wildlife agencies, Chadux teams patrolled the shorelines of Unakwik Bay and Olsen Island to rescue birds or animals that might have encountered the spill.

The tanker "save" on July 15 and the spill response that began August 4 demonstrate that the improvements to oil spill prevention and response since 1989 are

not just words on paper. Our system reflects a huge investment of money and a commitment from everyone involved to do their best. Tug crews, tanker crews and marine pilots practice tanker rescue maneuvers every month, and share information about environmental and operating conditions before each voyage. SERVS, Crowley and TCC personnel drill some element of our spill response plan every week. Our contract fishing vessel fleet involves partnership at multiple levels, from the fishermen themselves, and from the staff of Prince William Sound Community College who coordinate the classroom training. The fishermen go through on-water training every spring and fall, and participate in major response drills, like one this June that involved over 40 vessels at six remote locations in western Prince William Sound.

No one can guarantee another oil spill will never occur. But in terms of equipment, procedures, and – most of all – people, we in Alyeska's Valdez Business Unit are proud to operate an oil spill prevention and response system that is truly the envy of the world. We think this summer proves that we are living up to our commitments. But don't just take my word for it, ask our stakeholders.

Alyeska Viewpoint



Greg Jones

Long-time regulator Steve Provant is leaving DEC job but will be staying in Valdez

Steve Provant, a top regulator on Prince William Sound oil-spill issues since 1989, retired this summer from his job with the Alaska Department of Environmental Conservation.

"Looking at the accomplishments that we all have achieved here – leading the world in tanker escorting technology and in building the best spill response capability – I think it's a good time to step out," Provant said. "And,

after a total of over 39 years of working, I'm looking forward to relaxing and using my boat more and to complete our home building project started 10 years ago,"

Provant said he plans to stay involved in oil spill prevention and response, and might do both volunteer and contract work.

Provant was working for the Environmental Protection Agency in Idaho when the *Exxon Valdez* hit Bligh Reef in 1989. Provant,

who had lived in Alaska before and during construction of the trans-Alaska pipeline, was immediately interested in getting back to the state. At the state's request, EPA loaned him to the Alaska Department of Environmental Conservation and he became State On-Scene Coordinator for the *Valdez* cleanup. He became a state employee in September 1989 and has worked in Valdez ever since.

The thing that sticks in his mind about the 1989 spill, Provant said, is "the magnitude of the clean-up effort and wanting to prevent ever having to go through that again."

Provant said he was impressed with the dedication of the citizens' council staff and volunteers.

"Working together, we have achieved a tanker escort system that I believe is the best anywhere in the world," Provant said.

Endeavour: New double-hull tanker reaches Prince William Sound

among other things, that all tankers in U.S. waters have double hulls by 2015.

Double hulls have been a goal of the citizens' council since its formation. The council lobbied hard to get the requirement included in the Oil Pollution Act.

The double hull is widely regarded is one of the most effective tanker design features for reducing the number and size of oil spills. A double-hull tanker has two steel skins separated by several feet of space — 10 feet in the case of the *Endeavour*. This gives extra spill protection if the hull is penetrated in a collision or grounding.

After the 1989 spill in Prince William Sound, the Coast Guard estimated a double hull on the *Exxon Valdez* could have cut the size of the 11 million-gallon spill by up to 60 percent.

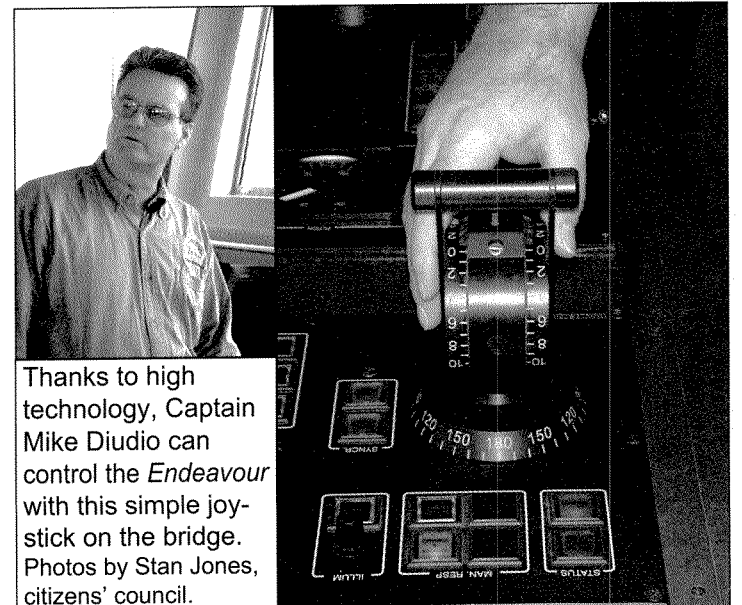
The *Endeavour* has additional safety features that go beyond the requirements of the Oil Pollution Act, including two engines and two rudders.

The Valdez arrival was not without embarrassment for Phillips. The *Endeavour* emitted so much smoke while in the port that it violated state air-quality regulations. Company officials said it was because the engines were new

and a lower-grade fuel was being used. They said it wouldn't happen again.

The *Endeavour* is one of eight new double-hulls announced for the Valdez trade by the major North Slope oil companies. Phillips has four more double-hulls on order, while BP has said it will bring

Continued from Page 1



Thanks to high technology, Captain Mike Diudio can control the *Endeavour* with this simple joystick on the bridge. Photos by Stan Jones, citizens' council.

three of them into service in the next few years.

Chevron stages Geographic Response Strategies exercise in southwest Sound

The community of Chenega Bay and nearby areas were the scene this summer of Prince William Sound's second exercise to develop Geographic Response Strategies.

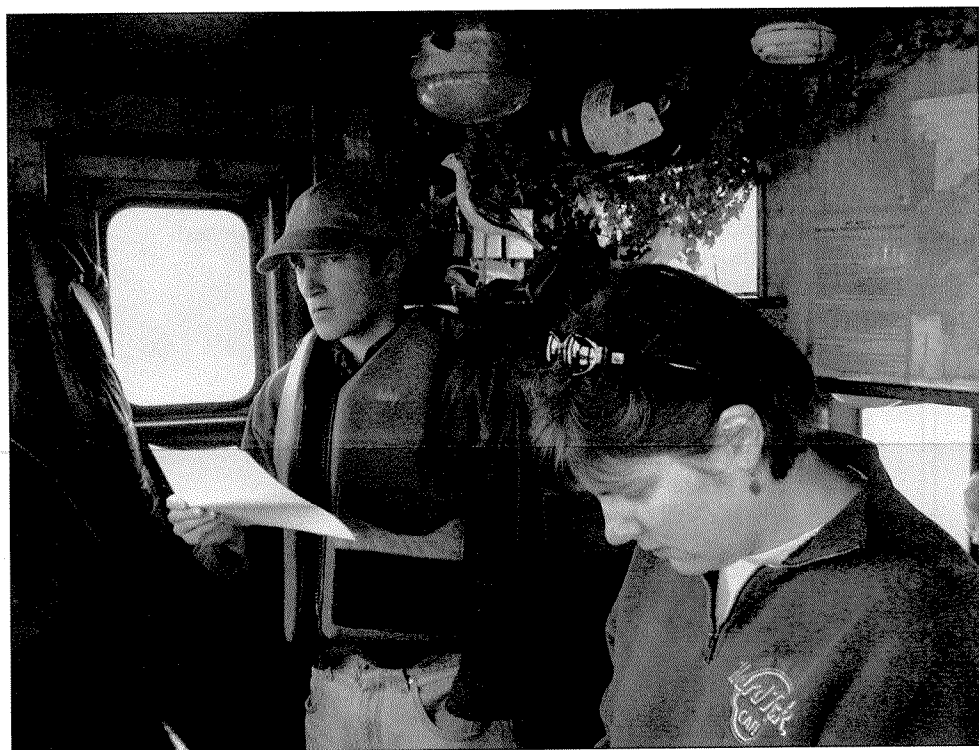
This year's exercise was conducted in June by Chevron Shipping, a follow-up to last year's exercise by SeaRiver Maritime, the shipping subsidiary of Exxon Mobil.

Geographic Response Strategies represent a new type of oil spill plan that spells out how to protect specific local resources, such as clamming beaches or salmon spawning streams, threatened by spilled oil. They permit critical decisions — such as which

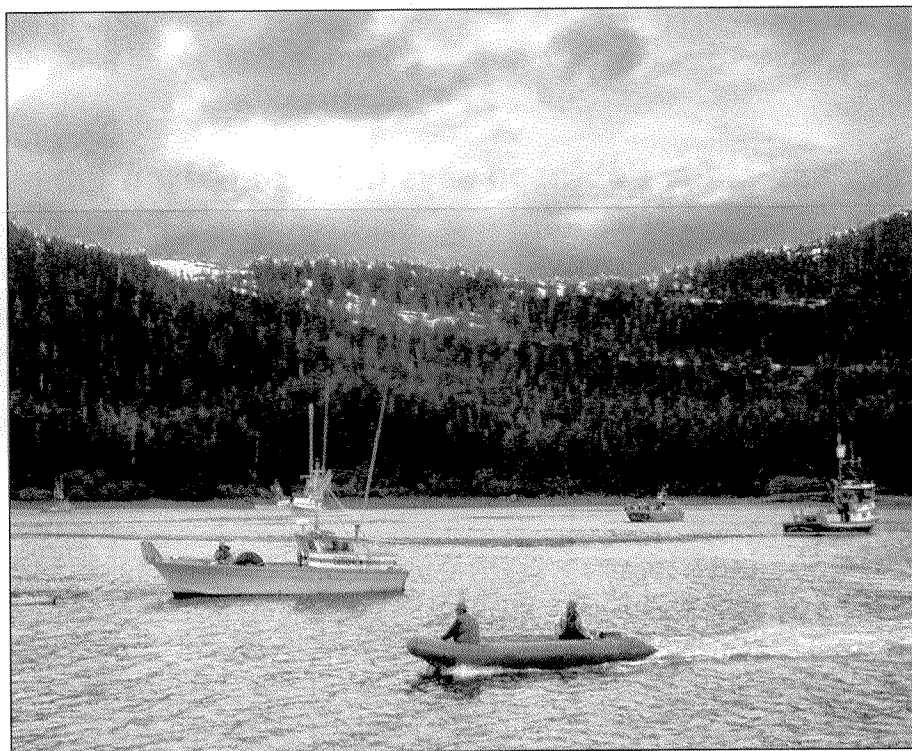
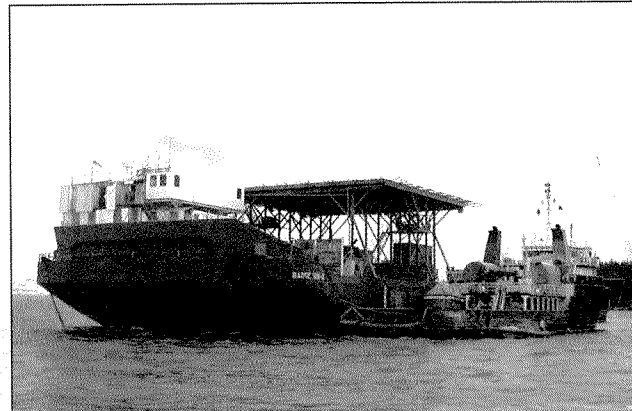
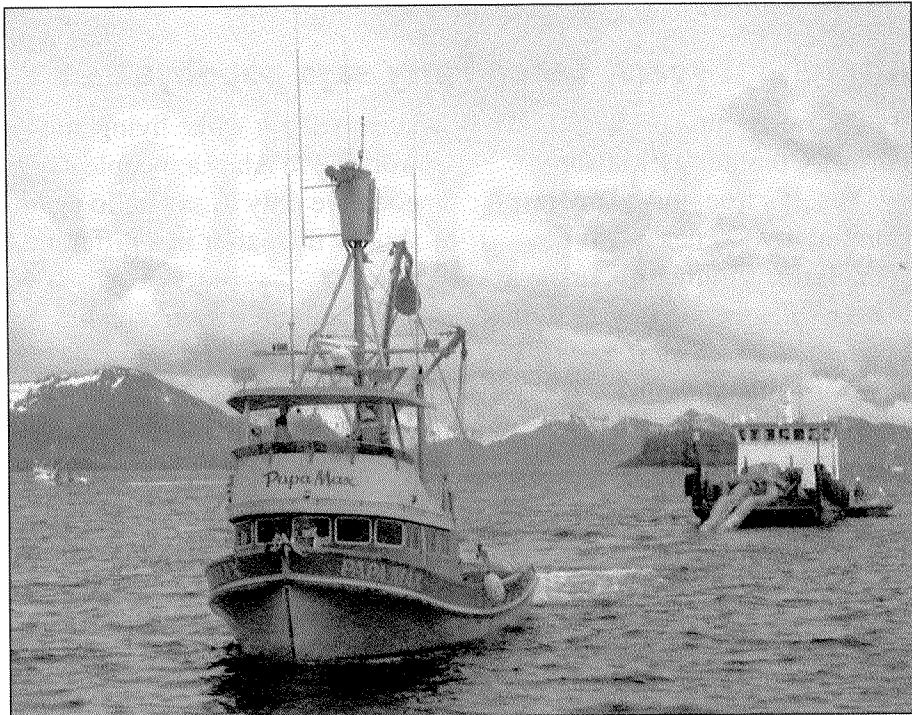
resources to protect, and how — to be made before an oil spill ever occurs, rather than during the crisis period immediately afterward.

While the SeaRiver exercise was centered in the northeast Sound around the community of Tatitlek, Chevron focused its efforts on the southwest corner of the Sound. In addition to the Chenega Bay community on Evans Island, the exercise reached such places as the Pleiades Islands, Green Island and Latouche Island.

The citizens' council was involved, both in planning activities in Valdez before the field exercises began, and in the on-water portion of the drill.



Clockwise from top: The fishing vessel *Papa Max* pulls containment boom. • Council board member Pete Kompkoff aboard an Alyeska workboat. • This barge, equipped with offices, a communications center, and housing, can serve as a floating command post during a drill or spill. • Several bays like this one were protected with floating boom during the drill. • Project managers Dan Gilson and Becky Lewis monitor the drill from the *Auklet*, the council's chartered observer boat. Photos by Stan Jones and Tom Kuckertz.



RECERT: Granted again by the Coast Guard

Continued from Page 1

year and are representative of the fine work the Prince William Sound Regional Citizens' Advisory Council has engaged in over the last decade," Barrett wrote.

Recertification is required annually by the Oil Pollution Act. As in the past, this year's recertification was unconditional.

The Coast Guard received 20 comments on the council's application for recertification. The only critical comment was from the Cordova-based Native Village of Eyak, which said it did not feel it was being represented by the council.

In August, the council contacted Eyak village regarding its

concerns, and has scheduled time for the group to make a presentation at the council board meeting in Cordova this month. Barrett's letter included a recommendation supporting those actions.

Barrett's letter also called on the council to make minor changes to its travel policies to make them more consistent with the Oil Pollution Act of 1990, and to address any recommendations arising from a Coast Guard audit of council policies and procedures that was conducted this summer. (As of Observer press time, the council had not received the audit report.)

The new recertification is good through Jan. 31, 2002.



In July, council representatives visited Coast Guard officials in Juneau to discuss recertification and other issues. Here, from left to right: Stan Jones, council staff; Bill Walker, council board; Capt. John Davin; Susan Burke, council attorney; Marilyn Leland, council staff; Cheryl Heinze, council board; Rear Admiral Thomas Barrett; and John Allen, council president.

Community Corner

After eight years, Leann Ferry says goodbye . . .

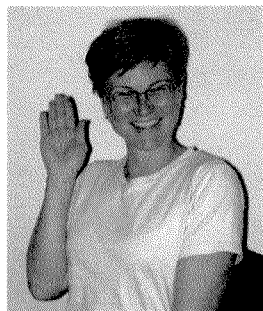
By Leann Ferry

Former Community Liaison

Yes, it's true, this is my last Community Corner. I left the council this summer to pursue a master's degree in public administration. I have been working with communities affected by the Exxon Valdez oil spill for 10 years -- the last eight of them with the council.

Life has been filled with many good changes for me lately. Since last summer I have gotten married, purchased and remodeled a home, resigned my job and signed on for full-time school. From my work with the citizens' council, I take with me many rich experiences as I enter this new and challenging chapter of life. Over the last several years, I have enjoyed working and making new friends in all the communities of the Exxon Valdez oil spill region. I hope to continue my work with Alaska communities in whatever I may do after graduate school. We all

know what it's like living and working in Alaska: people say goodbye only to say hello again shortly thereafter in a different role.



Leann Ferry

Community outreach has been a focus for the citizens' council since 1996, when I became the first Community Liaison. For the last five years, the citizens' council has worked hard to maintain a presence in the communities and with the member groups it serves. The council's

commitment to communities remains strong and you may continue to contact either of the council's offices at any time for assistance with council-related work.

I am grateful to all the people at the council who have helped me over the last several years. I am excited to take this step forward and I wish you all continued success in the important work of involving citizens in decision making on oil transportation issues.

. . . and Linda Robinson says hello to liaison job

By Linda Robinson

New Community Liaison

After 11 years with the citizens' council, first as executive assistant and most recently as financial manager, I have accepted the position of community liaison. As difficult as it will be to follow in Leann's footsteps, I am excited about the challenges ahead, and the opportunity to have much more contact with the people of the communities and organizations that make up the council.

Before moving to Anchorage in 1990, I spent eight years in Dillingham as executive assistant of Southwest Region Schools,

which served ten schools in an area of 25,000 square miles. This position allowed me the opportunity to visit all of the villages and to get to know the people of the region. I will always treasure my experiences there and I look forward to new experiences visiting the many communities in the citizens' council region.



Linda Robinson

I plan to make many contacts to solicit input on how we might enhance the outreach program.

Please feel free to e-mail me at robinson@pwsrccac.org, call our toll free number, or write with questions or comments at any time.

Council offices see staff changes over summer

This summer was a season of change in the council's offices.

In addition to Leann Ferry, the departures include project managers Rica Salvador, Becky Lewis, and Barry Green. Salvador moved outside, Lewis took a job with the state of Alaska, and Green completed a temporary contract as project manager.

Deputy Director Lynda Hyce resigned but will stay in Valdez in her new job as head of the train-

ing department at Prince William Sound Community College.

Andrea Archer, meantime, was promoted from office manager to project manager in the Anchorage office. And former project manager Joel Kopp has returned on a temporary contract to help with the council's non-indigenous species project and other projects. He worked for the council from 1995 to 1999, then left to work on a master's degree.

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.

Board of Directors

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Cheryll Heinze - Alaska State Chamber of Commerce
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Jo Ann C. McDowell - City of Valdez
Jim Nestic - Kodiak Village Mayors Association
Stan Stephens - Ak. Wilderness Recreation & Tourism Association*

* Nominated for appointment at September 2001 board meeting

Staff

John S. Devens, Executive Director

Anchorage

Marilyn Leland, Deputy Director
Joe Banta, Project Manager
Lisa Ka'aihue, Project Manager
Andrea Archer, Project Manager
Linda Robinson, Community Liaison
Stan Jones, Public Information Manager
Bernie Cooper, Administrative Assistant

Valdez

Dan Gilson, Project Manager
Tom Kuckertz, Project Manager
Rhonda Arvidson, Project Manager
Donna Schantz, Executive Assistant
Jennifer Fleming, Administrative Assistant

3709 Spenard Road, Suite 100
Anchorage AK 99503
Phone: 907-277-7222
Toll-free: 800-478-7221
Fax: 907-277-4523
Email: anch@pwsrccac.org

339 Hazelet, PO Box 3089
Valdez AK 99686
Phone: 907-835-5957
Toll-free: 877-478-7221
Fax: 907-835-5926
Email: valdez@pwsrccac.org

Internet: <http://www.pwsrccac.org>