



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.

New group formed to protect Sound

The citizens' council has a new ally in the effort to protect the marine treasures of Prince William Sound.

The Prince William Soundkeeper, in the works for several years, geared up in earnest this summer. It now has a board of directors and has hired Sharry Miller – a member of the citizens' council board – as executive director.

The group lists its mission as protecting water quality and the life it sustains in the Prince William Sound ecosystem through active stewardship, research, monitoring and fact-based education.

That makes it similar to the citizens' council, with a couple of major differences.

For one thing, the council region is much larger, taking in not only Prince William Sound, but the waters off the Kenai Peninsula and Kodiak Island, as well.

Secondly, the council's purview is much narrower. It is limited, by federal law and by the council's funding

contract with Alyeska, to the impacts of crude-oil transportation. The keeper's mission, by contrast, is broad enough to cover nearly any issue affecting the Sound's environment.



Sharry Miller

Vince Kelly, a Valdez resident and Soundkeeper board member, identified some of the other threats to the Sound as follows: discharges from shore based development; pollution from ever-increasing small-boat use of the Sound; hydrocarbons and other contaminants from community storm water runoff; mining activities; introduced species from vessel ballast water and bottom fouling; and the ever present danger of oil spills from all classes of vessels.

"For many water bodies, the most that can be hoped for is to mitigate the damage and halt the water quality's decline," Kelly said in a written statement. "While some human caused damage has occurred in the Sound, it has not yet become systemic and irrevers-

See page 3, **KEEPER**

"Sturgeon General" is scheduled to speak at council's winter gathering

Sylvia Earle, a world-renowned oceanographer who did research in Prince William Sound after the Exxon Valdez spill, will address a gathering of citizens' council volunteers this winter.

The occasion is a joint workshop for committee volunteers and board members, set for Dec. 2 in Anchorage.

Earle has been an explorer-in-residence at the National Geographic Society since 1998 and was named *Time* magazine's first "hero for the planet" the same year. She has led more than 60 expeditions and spent more than 7,000 hours under water. She holds the world record – 3,300 feet – for the deepest solo dive by a woman.



Sylvia Earle, oceanographer

According to the National Geographic Internet site (www.nationalgeographic.com), she is sometimes known as "Her Deepness" or "The Sturgeon General."

All Aboard!



Valdez resident Richard Ranger was kayaking near town in August when a young otter got curious. First it circled the kayak, then it swam near, then it tried to climb aboard, as shown here. At that point, Ranger put down his camera, picked up a paddle, and shooed the curious critter away, being (as he puts it) "mindful of the fact that a sea-otter is a web-footed wolverine." For more photos of summer in Alaska, see page. 4. Photo by Richard Ranger.

Alyeska reorganizes executive suite

The company that runs the trans-Alaska pipeline and the Valdez tanker terminal announced major top-level staffing changes early this month.

President and Chief Executive Officer David Wight, who has headed Alyeska Pipeline Service Co. for the past five years, will be retiring at the end of the month.

Wight is being replaced by Kevin Hostler, currently a BP executive in Texas. He will take over Alyeska on Oct 1. He has had a 28-year career with BP, serving most recently as senior vice president for BP's global human resources organization.

Alyeska announced the transition in a Sept. 1 news release.

"We look forward to forging a good working relationship with Mr. Hostler," said John Devens, executive director of

the citizens' council. "We've always had a shared interest with Alyeska in protecting Prince William Sound, and the stronger that relationship, the better we can both do our jobs."

During his time in the top job, Wight oversaw renewal of Alyeska's right-of-way agreements with federal and state governments and Alaska Native organizations. He also launched major reconfigurations of the pipeline and terminal that are still in progress as he heads for retirement.

Before coming to Alyeska, Wight served more than 36 years with Amoco and BP, culminating in the post of president of BP Energy Company of Trinidad and Tobago.

See page 3, **ALYESKA**

INSIDE

Volunteer profile: Duane Beland of North Pole is no stranger to danger, p. 2



Summertime, and the livin' is fun in Alaska, pgs. 4-6

Alyeska Viewpoint: Terminal overhaul will focus on incremental change, p. 7

Council documents are available free to the public, p. 7

Council family loses former members Bernie Cooper and Janelle Cowan in same week, p. 2

Devens: Industry study raises many questions, and concerns, about future of tug system in the Sound, p. 3

Community Corner: Summer travel takes council around the region, p. 8

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Volunteer Profile

POVTS member knew danger, now promotes safety

Considering how much time Duane Beland spent in war zones, it's no wonder he now makes safety a central part of his life.

Today, he's a member of the council's Port Operations and Vessel Traffic Systems Committee, which focuses on the safety of oil tanker operations in Prince William Sound. And, as chief of quality control at the 168th Air Refueling Wing at Eielson Air Force Base, his job is making sure the unit's KC-135 fuel tankers are safe to fly.

But, four decades ago, his circumstances were altogether different. He was crew chief on a Jolly Green Giant rescue helicopter thumping over the jungles of Vietnam.

"I did all kinds of things, from door gunner to hoist operator," Beland said. "Our mission was to rescue shot-down pilots wherever they were."

One mission – rescuing a long-range patrol team out of Laos – led to a Silver Star for the one-time Michigan farm boy. Another – retrieving a downed F-105 pilot from Laos – led to a Distinguished Flying Cross, which, according to Army regulations, is awarded "only to recognize single acts of heroism or extraordinary achievement."

Along the way, Beland also won the Air Medal 14 times, as well as the Vietnamese Cross of Gallantry. His helicopter was shot down once, with the result that Beland himself was rescued by a Jolly Green Giant. And he was twice wounded by shrapnel.

Does that make him a hero?

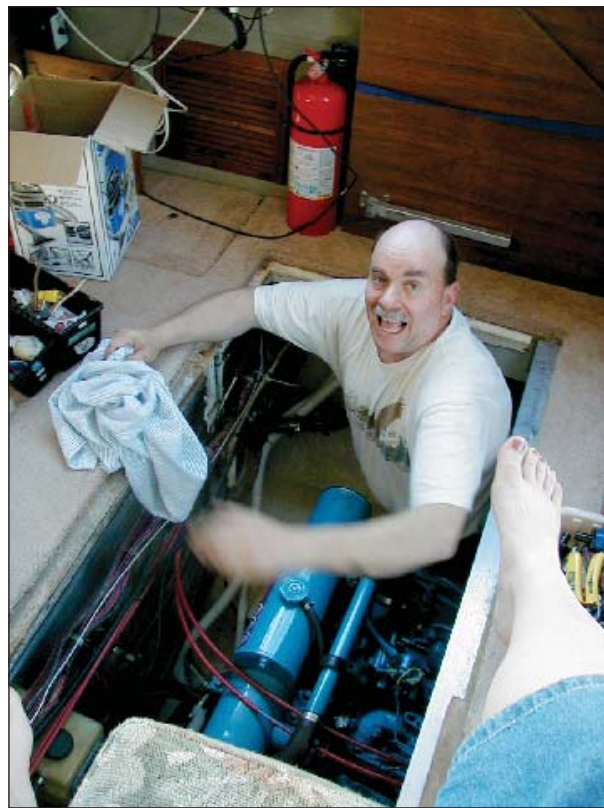
"A hero's a sandwich," Beland said. "I had a lot of friends who were heroes and they're dead."

Beland finished his Air Force tour in 1969, came home, and went to school in Los Angeles for an aircraft mechanic's license. Then, in 1971, it was back to Vietnam, this time as a contractor maintaining helicopters for the Army. It wasn't as dangerous as his first tour, but it was still a war zone.

"We were out of harm's way, except for being mortared and rocketed at night," he said.

He left Vietnam in 1972 and, over the next few years, worked in commercial aviation and attended college. It was in 1979 that he got the job that would eventually lead him to a new home in Alaska.

The employer was HighLife Helicopters in



PREVENTIVE MAINTENANCE – Duane Beland performs an oil change on the twin V-8 diesel engines on his boat, the *Silly Billy*. The foot belongs to Duane's wife, Audra, who took the picture. Photo courtesy of Duane Beland.

Puyallup, Wash., which got a contract to supply helicopters for a federal land survey in Alaska. Beland began spending his summers in the north – in places like Anvik on the Yukon River, Wien Lake near Fairbanks, Umiat on the North Slope, and Kodiak Island.

"I loved the state so much, I decided I wanted to stay up here," Beland said. "So I quit and went to work for Era Helicopters in Anchorage."

That didn't work out exactly as planned. His first assignment was maintaining helicopters for an Era subsidiary in Louisiana. Over the next few years with Era, he spent most of his summers in Alaska and his winters Outside.

In 1986, he joined the Alaska Air National Guard and became a year-around Alaskan, main-

taining KC-135 air refueling tankers. In 1990, he married Audra Mailander and in 2002 moved to the Fairbanks area.

In 1995, he got back into air rescue when the Air Guard activated a Jolly Green Giant unit at Eielson. Its main job was covering Interior Alaska, but, in 2003, the unit pulled a 90-day tour in Afghanistan and Beland went along as supervisor of maintenance for the helicopters. He was back in a combat zone, but this time he came home with no shrapnel wounds and no helicopter crashes. And he went back to work for the air refueling unit.

Beland lives in North Pole, some 350 miles from Prince William Sound. But he honeymooned in Valdez after his marriage in 1990 and the Sound has been a second home ever since.

"It's such a fabulous place," Beland said. "My wife loves it. She goes boating and fishing down there with me every chance she gets. We put thousands of miles on the truck getting down there 14 times last summer."

It was his passion for the Sound that led him to volunteer with the citizens' council. "The oil spill was so shocking, the idea of private citizens having a voice appealed to me strongly."

The Belands own their own boat, called the *Silly Billy*. They named it for their calico cat, but later found out the nickname also applies to the man for whom the Sound is named. That *Silly Billy* was Prince William IV, nephew of the same King George from whom America declared its independence in 1776. The human Prince William was regarded as senile and frivolous, hence the nickname, according to a history of the Sound by Jim and Nancy Lethcoe of Valdez.

Beland got his charter captain's license in 1999, and now does part-time chartering for salmon and halibut in the *Silly Billy*.

Recently, he completed a master's degree in safety. He believes the same safety culture that works in the air works on the water.

"The issues are very parallel between aviation and the marine environment," he said. "Human factors are the same whether you're driving a boat or driving an airplane."

Council family loses former members

Two recent former employees of the citizens' council passed away in the same week last month.

Janelle Cowan, who worked as project manager in the council's Anchorage office in 2002 and 2003, died at home in Anchorage on Aug. 15 after a long battle with cancer.

And Bernie Cooper, who staffed the Anchorage office front desk from 2000-2004, passed away a few days later after falling ill at a camp in Kodiak.

Janelle was a former educator who spent much of her career in Dillingham, retiring in 1998 from the position of Director of Elementary Education with the Southwest Region School District. After that, she worked as an educational consultant and as office manager for the Alaska Moving Image Preservation Association before hiring on with the council. She was also an active volunteer. She served the moving image association after working there, as well as the Anchorage Museum, the Botanical Garden, the Bayshore PTA, and the Dimond High Booster Club.

At the council office, she provided staff support to the council's technical advisory committees. She was a hard worker and a cheerful colleague, known for distributing packages of candy and other treats at holiday time.

Bernie, originally from Ninilchik, was a great-granddaughter of Joseph Cooper, the gold-miner who founded Cooper Landing. She had worked at Chugachmiut, an Anchorage-based Native consortium, before joining the council staff five years ago.

She was known to people outside the office – board members and volunteers – as the person in charge of travel, lodging and catering for board meetings all around the council's region. Inside the office, she was known not only for her administrative skills and personal warmth, but also for making gourmet coffee and keeping the reception area stocked with chocolate candy.

"We'll miss and remember both of these fine people," said John Devens, executive director of the council. "Our hearts and thoughts go out to the families and loved ones."



Janelle Cowan at her desk in the council's Anchorage office. Photo by Stan Jones



Bernie Cooper, on the right, with her daughter Raymie Hamann and a nice catch of salmon from the Eklutna River. Photo by Dan Alex

From the Executive Director**Industry tug study raises questions – and concerns**

I've written before in this space about the oil industry's desire to cut oil tanker escort requirements from two tugs to one in Prince William Sound. This would be the first major reduction in safety measures since the *Exxon Valdez* spill of 1989 and the council is adamantly opposed unless it can be shown with rigorous science that no increase in risk would result.

But the industry is also working from another direction to reduce the tug system. It is conducting a closely held study of whether the tug fleet can be cut from ten vessels to eight without a change in escort requirements. That is, double escorts would continue, at least in the short term, but only eight tugs would be used to perform the service (as well as more mundane chores like berthing tankers and moving oil-spill response barges).

The industry has not specified exactly what tugs it is considering taking out of the system. But among those put on "unassigned" status for this study was the *Sea Voyager*, one of the few vessels in the fleet capable of assisting tankers in the challenging conditions found at Cape Hinchinbrook and of operating in the open seas of the Gulf of Alaska.

Thus, the industry appears to be considering truly significant changes, and any such reduction is potentially problematic. Fewer tugs would mean less reserve capacity in the system, resulting in more stress on crews and equipment. And the bigger and stronger the tugs taken out of service, the more severe these stresses would be.

All of this would be alarming enough if the tug-reduction study were being conducted properly.

But it's not. It's being done in the summer, when the weather is at its best, daylight is at its longest, and tanker traffic through the Sound is at its lowest (because North Slope oil production drops in summer). In addition, one of the two tanker-loading berths at Alyeska's Valdez terminal has been out of service for maintenance this summer, further simplifying operations during the study. Yet the industry has so far not committed to continue collecting data through the coming winter, when the system will be operating at maximum capacity and

under maximum stress.

Another shortcoming is that the study focuses almost exclusively on the role of tugs in preventing oil spills, devoting only minimal attention to their equally important part in oil-spill response.

Moreover, the industry is keeping too many crucial aspects of the study to itself. The people in charge have declined to give us access to the database where study information is being compiled, or to provide a working version of a computer spreadsheet used to estimate transport times for response barges with a reduced tug fleet. The conduct of this study represents one of the most disturbing failures of transparency that we have seen in our many years of overseeing oil-transportation operations in Prince William Sound.

It reminds me of the days leading up to March 24, 1989, when I was mayor of Valdez: citizen concerns were ignored and we were told not to worry because the industry would take care of everything. I thought North America's worst oil spill had ended that kind of complacency forever, but I'm afraid it's making a comeback today.

The secrecy shrouding this study is doubly alarming for what it may portend with regard to the other component of the industry campaign to pare down the tug system. I refer to the effort, mentioned at the beginning of this article, to cut tanker escort requirements from two tugs to one.

Industry officials have proposed that this idea also be the subject of a technical study – called a risk assessment – and have promised that citizens would be fully involved. It's hard to take that pledge seriously when they are conducting a largely closed study under our very noses.

We don't for a moment believe this approach reflects the values of the many fine and safety-minded mariners we work with every day in Prince William Sound. We doubt that many of them, if able to speak freely, would support either of these efforts.

I fear that what's going on here is not solid science, but a hard-nosed drive to justify a decision already made for financial reasons in distant oil-company

headquarters.

Even more amazing is the fact that these reductions are being proposed at a time of record high oil prices. If prices were low, these proposals would be alarming enough, if not altogether surprising. With oil over \$60 a barrel, they are simply incomprehensible.

If the industry succeeds in these reduction efforts, we could very well end up with no reserve capacity in the system. If a single tug breaks down, or a spell of bad weather causes a tanker traffic jam, regulators will be faced with an excruciating choice: either waive the safety rules or pinch off the nation's oil supply at a time when it's already compromised by the damage hurricane Katrina did to production facilities in the Gulf of Mexico.

It's not hard to figure how that will play out: The industry will get its waivers and the level of risk will go up.

And the deeper the cuts to the tug system, the more often this will happen. We could very well end up running on waivers most of the time, resulting in a system that no responsible person could call safe.

If this study is to have any credibility, the industry must agree to continue it through the winter months, add a thorough analysis of impacts on oil-spill response capability, and open the process up to citizen involvement.

Otherwise, we'll do everything in our power to make sure regulators never accept such a flawed study as justification for cutting back the tug system so important to the safety of Prince William Sound.

• John Devens is executive director of the Prince William Sound Regional Citizens' Advisory Council.



John Devens

KEEPER: New group getting organized in the Sound

Continued from Page 1

ible, as with so many other places in the world."

John Devens, executive director of the citizens' council, welcomed the formation of the new group.

"We have long seen the need for an organization that could address non-crude-oil issues in the Sound in the same way we oversee the crude-oil transportation industry," Devens said. "It is very painful to us when there's a major spill in the Sound and we can't be involved because it's outside our purview."

Miller, the new group's executive director, is a Valdez resident who has been active in Prince William Sound for over 15 years as a biologist, environmental scientist, and commercial fisherman.

She holds a bachelor's degree in biology from the University of Alaska Fairbanks and a master's

degree in environmental science from Alaska Pacific University.

"I love the area and want to see it maintained as a wonderful place to recreate and to work," Miller said of her decision to take the new job. "It is in our economic, as well as personal, best interest to maintain good water quality in the Sound so that the fish and other animals living in this marine ecosystem can maintain healthy populations."

The Prince William Sound group, which will be based in Valdez, is modeled on Homer-based Cook Inlet Keeper, and both organizations are members of the Waterkeeper Alliance.

The umbrella group includes more than 130 waterkeepers in the United States and abroad, according to its Internet site. The movement started on New York's Hudson River in the 1960s. More information is available at www.waterkeeper.org.

ALYESKA: Execs reshuffled

Continued from Page 1

Alyeska's president is picked by the North Slope oil producers who own Alyeska. They include BP, ConocoPhillips and Exxon.

Also leaving in the executive re-shuffle is Dan Hisey, Alyeska's vice president and chief operating officer for the past five years. His position was eliminated in the restructuring, according to Alyeska spokesman Mike Heatwole.

Council Meeting Schedule

The citizens' council board of directors meets three times annually. Here is the schedule for the coming year:

January 26-27, 2006: Anchorage

May 4-5, 2006: Valdez

September 21-22, 2006: Homer

For more information on council meetings, visit our Internet site, www.pwsrccac.org.

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Summertime

Once again, the Observer asked the committee volunteers to send us pictures you can imagine, a good many of them in various cases. Enjoy!



Council staffer Donna Schantz of Valdez experienced a blessed event by the name of Ellie Schantz, shown here soon after her birth on July 20. Photo by Linda Robinson.



Valdez staffer Tamara Byrnes and her friend participated in GeoCaching, a treasure-hunting activity using a GPS satellite navigation system, at a tree stump known as Old Moss Face.



Board member Nancy Bird, right, hiked the Heney Ridge trail near Cordova with her dog, Shanti, and her friend Patty Schwind. Photo courtesy of Nancy Bird.

Anchorage resident hiked rainbow trout stream near Rialto.



Cliff Chambers anchored his boat, the Patriot, in the accurately named Snug Harbor on Knight Island, during a trip in May. Photo by Cliff Chambers.



e in Alaska

council's staff, board members, and
ures of their summer activities. As you
nvolved fish, very large fish, in some



er nephew Zachary Byrnes partici-
nt game involving Internet clues
em. Here, they hide a treasure at
ce. Photo by Mark Byrnes.

ge staffer Linda Robinson caught this
out near her family's place on the Ke-
river. Photo courtesy of Linda Robinson.



Mary Schonberger, staffer
in the Anchorage council
office, raises and shows
Siberian Huskies. Here,
she and Alli pick up a
winner's ribbon from
Judge Michelle Billings
at an Alaska Kennel Club
show in June. Photo by
Bishop Photography.



Board member John
Velsko of Homer spent
his summer gillnetting in
Cook Inlet. Photo courtesy
of John Velsko.



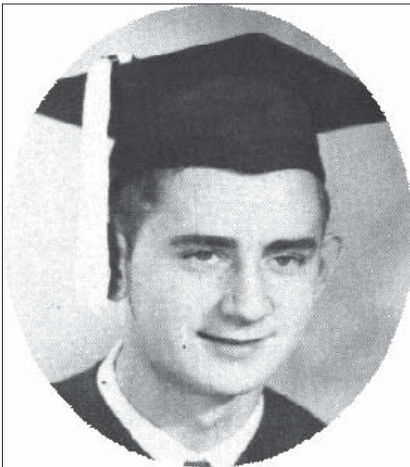
John Devens, the council's
executive director, took
a charter fishing trip in
Prince William Sound.
Photo courtesy of
John Devens.



See next page for more
'Summertime in Alaska!'

MORE!

Summertime in Alaska



Left to right: Front row—M. Hewickson, L. Sore, T. Jones, C. Werner, C. Coleman
Second row—J. Schafermeyer, G. Nelson, J. Jeffrey, R. Weir, F. Rutledge, B. Douglas
Third row—F. Faulkner, D. Hollenbeck, A. Burch, P. Wagner, V. Mahlin, D. Rose, R. Schnell

THEN AND NOW – Above, Al Burch as he looked upon graduation from Seward High School in 1955, and as a member of the school’s camera club (back row, third from left). Right, Al this summer, attending the class’s 50-year reunion in Seward (back row, second from right). Al represents the Kodiak Island Borough on the council board.



Reunion photo by Joyce Clayton. Others courtesy of Al Burch.



Cliff Chambers, a council committee volunteer, caught this halibut about as big as himself from his boat, the Patriot, east of Knight Island on July 27. Photo by Rob Chambers.



Susan Sommer, a staffer in the council’s Anchorage office, enjoyed a cool breeze atop an unnamed peak during a hiking trip with her husband, Matt, off the Denali Highway. Photo courtesy of Susan Sommer.

The catch brought in by Agota Horel, also a committee volunteer, was considerably smaller than Cliff’s halibut. Photo courtesy of John Devens.



Alyeska Viewpoint**Terminal overhaul will focus on incremental change**

For several citizens' council meetings in a row, beginning in Seldovia in September 2003, Alyeska representatives have provided updates on the engineering studies to simplify facilities, operations and support functions at the Valdez Marine Terminal. As Observer readers may recall, we have referred to that project effort as VMT strategic reconfiguration.

The strategic reconfiguration project examined possible modifications to the terminal to accommodate changes in production and throughput as well as the opportunities to utilize newer technologies to greatly simplify our facilities and systems. These are the same business drivers that have formed the basis for the pipeline strategic reconfiguration project. Our company discussions largely focused on the potential to install internal floating roofs in the crude oil storage tanks, changes in our methods for generating power and managing tanker vapors, and replacement of the current pumped saltwater firefighting system with a gravity-fed freshwater system. Throughout the period of our discussion of strategic reconfiguration with the council, we have sought to emphasize that strategic reconfiguration remained an opportunity for Alyeska, but not a certainty. To go forward, strategic reconfiguration was going to require additional detailed engineering and economic analysis, and approval for funding from the owner companies of the Trans-Alaska Pipeline System.

Earlier this summer our plans changed, and we shared this news with various stakeholders, including representatives of the council. The owner companies agreed with our recommendation not to proceed at this time with the major capital investments associated with some of the principal terminal reconfiguration concepts, such as internal floating roofs in the crude tanks, new power generation, marine vapor combustors, and isolation and shutdown of the existing power vapor facility.

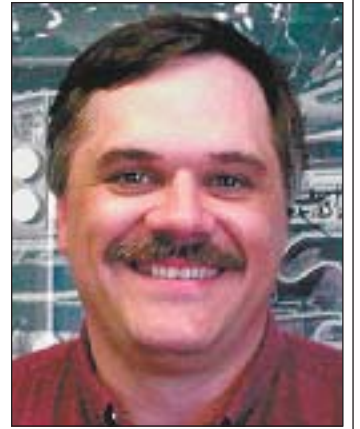
Engineering study will continue on other elements of strategic reconfiguration. Our owner companies did agree with a plan to proceed with

engineering and likely conversion to a freshwater system for firefighting (which currently relies on pumping salt water from Port Valdez). The plan is to complete some more exploratory geotechnical work this year, continue with final design in 2006, permit applications in late 2006 and following regulatory approvals, construction in 2007. Members of Alyeska's project team will meet with council staff in early September to provide an update on the fresh water fire system design, and we will continue to keep the council informed on this project as events unfold.

We're going to evaluate the optimum number of crude oil storage tanks to keep in service. We will also be carrying out some smaller projects at the terminal over the next year or so that will help make our operations there more efficient. Several of these projects will involve consolidation of office facilities now scattered around the terminal to areas on the east side of the terminal and farther away from areas where crude oil is stored or moved above ground. We hope to have more details on terminal facilities consolidation toward year end. In general, reconfiguration in Valdez will mean more incremental changes over time as opposed to a major project effort, as has been the case on the pipeline.

An important new development is the start of an engineering effort to evaluate the future operation of the Ballast Water Treatment facility. We are undertaking this effort to respond to the rapid decline in ballast throughput due to earlier than anticipated retirements of the tankers that require treatment of oily ballast. The present facility was designed with a ballast throughput capacity of 30 million gallons per day. Ballast throughput is ranging around 7 million gallons per day this year, and will further decline to about 1.3 million gallons per day in 2010. We are studying alternatives for design and operation of this facility that will assure that it continues to meet strict EPA discharge standards, operates efficiently and more simply if possible. We are also looking at ways to substantially reduce emissions of benzene

and other harmful compounds that have long been an issue of council concern. We plan on making some modifications at the ballast water facility next year that will implement some of the recommendations of the emissions study carried out in 2004, a study that was closely monitored by



Rod Hanson

council staff. As the engineering effort for redesign of the Ballast Water Treatment Facility moves forward, we will keep the council apprised.

We will continue to pursue ways to make operations at the terminal more efficient and more cost effective, while striving for excellence in safety and environmental performance. The purpose of an engineering effort such as the one we've engaged in is to evaluate alternatives, test them rigorously, identify the ones that appear to work best, and then make them happen as safely and as cost-effectively as possible. In that process, some project alternatives survive, and some do not. In the case of strategic reconfiguration at the terminal, the scope and some of the project elements have changed from what we first described. Such change is a common outcome for engineering review that has involved the level of effort our staff has devoted to strategic reconfiguration. The need to configure the terminal for safe, reliable movement of Alaskan oil in a context of ongoing economic transformation, strict environmental standards and high public expectations remains unchanging – and will remain a constant challenge.

• Rod Hanson, manager of the Valdez Marine Terminal, has recently been named Alyeska's Commercial Manager. Tom Stokes has been named to replace Rod as Terminal Manager, and will be introduced in the next issue of the Observer.

Council documents are available free to the public

Single copies of most documents produced or received by the citizens' council are available free to the public. To make a request, contact either council office. Addresses appear on the back page of the Observer.

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Community Corner**Summer takes council around region**

Lisa Ka'aihue, environmental monitoring project manager, and I represented the council at the annual Kenai Industry Appreciation Day on August 27. This is a well attended community event and we handed out Observer newsletters and the new edition of the Prince William Sound coloring book.

The Alaska State Chamber of Commerce meeting was held in Valdez September 13-15. The booth was assembled to distribute information about the council and to update attendees on our projects.

Educational Video

The council plans to work with Red Bradley of the University of Alaska to produce an educational video. The video would be aimed at Alaska high school and college students and provide information on career and education opportunities in the area of oil transportation, spill response and regulation.

World Wilderness Congress

The 8th World Wilderness Congress is being held September 30-October 6 in Anchorage. The congress – with representatives from governments, the private sector, native peoples, academia, and non-governmental organizations – is held every three to four years around the world.

The citizens' council will have an information booth, and we are facilitating a panel discussion on citizen oversight organizations. The panel will consist of John Devens, representing our council; Rick Steiner, University of Alaska; Walt Parker, citizens' council board member; Ann Rothe, former citizens' council board member and owner of Halcyon Research; Jonathan Wills, Scotland; Naki Stevens, People for Puget Sound; Mike Cooper, People for Puget Sound and the Oil Spill Advisory Council; and Lois Epstein of Cook Inlet Keeper. The panel will

discuss various citizens oversight organizations, successes and failures, with the idea of forming an international umbrella group as a vehicle for sharing information.

The congress's theme is "Wilderness, Wildlands and People – A Partnership for the Planet." There will be a special focus on Alaska, the Russian Far East, Canada, and the North Pacific. For more information, go to www.8wwc.org on the Internet.

Coloring Book

A third edition of the Prince William Sound coloring book has been published and is available. Thanks to all of the artists who donated work for this edition. We will be distributing the book at various community

events. Contact either council office for copies.

Oil Spill Curriculum

The Oil Spill Curriculum update is nearing completion. The curriculum, for students in kindergarten through 12th grade, was developed in 1990, updated in 1995, and is currently available only in hard copy. The new update is being completed by the Prince William Sound Science Center and the council. We plan to make it available on CD, and have links to it on our web site.

On the Road Again

This month, Patience Andersen Faulkner and I will be making presentations at the 25th Anniversary of the Syndicate Mixte, and the Center for Documentation, Research and Experimentation on Accidental Water Pollution, both in France. Patience is the board representative from the Cordova District Fishermen United. And in November the booth will be taken to the Society for Environmental Toxicology and Chemistry, in Baltimore, and Pacific Marine Expo, in Seattle.



Linda Robinson



CRAB WATCH – Staffers Marilyn Leland and Dan Gilson traveled to Cordova last month for the council's European Green Crab trapping project. The project checks for the presence of the invasive species, which has caused problems in other areas – but not, so far, in Prince William Sound. One goal of the project is to involve school children. Above, Craig Bailer, seventh-grader at Cordova Junior High checks a trap. Photo by Marilyn Leland.

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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