



The Observer

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Iceberg-detecting radar system starts up on Reef Island

Oil tanker safety in Prince William Sound took a major step forward in December when an iceberg-detecting radar system on Reef Island began transmitting to Valdez.

There, the radar signals will be used by the Coast Guard's Vessel Traffic Center to gauge iceberg risks in the Sound for the benefit of oil tanker captains and other mariners.

The startup of the system results from years of collaboration among a group of Prince William Sound stakeholders spearheaded by the citizens' council. Participants also included government agencies, the oil industry and other organizations.

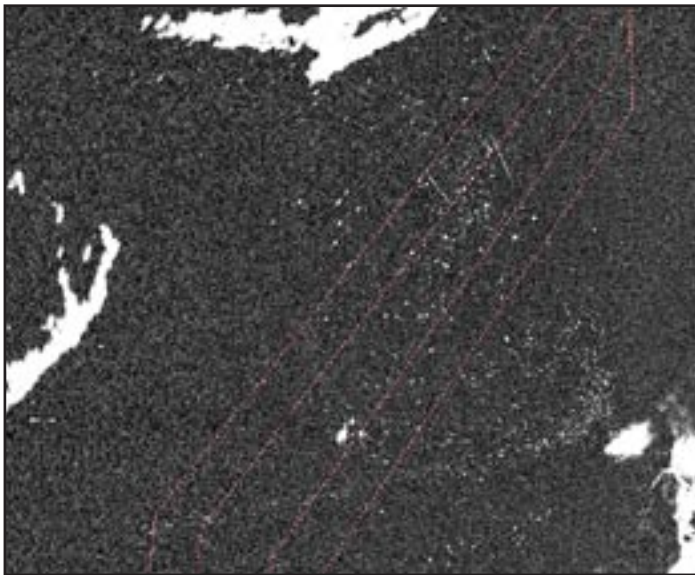
"This is how citizen involvement was intended to work," said John Devens, executive director of the council. "We brought the parties together and helped fashion the consensus that led to the good results we're seeing today."

Tom Colby, the Valdez-based port manager for Alaska Tanker Company, said the new system would reduce risks for the tankers his company operates for BP, a major producer and shipper of North Slope oil.

"This is a good example of the public good being achieved through collaboration, rather than confrontation, between stakeholders," Colby said

The radar, located about 30 miles southwest of Valdez, sweeps the tanker lanes and the mouth of Columbia Bay. Icebergs from Columbia Glacier, at the head of the bay, frequently drift into the tanker lanes.

For now, the VHF -- for Very High Frequency -- system is operating on a test or advisory basis. Information gener-



Clutter -- Can you spot the tanker amidst the radar clutter caused by sea waves? In this screen shot from the new radar system, Glacier Island is on the left, Point Freemantle is at top center, Reef Island is at bottom right, and the diagonal lines are the tanker lanes. To see the tanker, turn to page 3.

ated by the system will be available to the Coast Guard and to mariners in the Sound, but it will not initially be used to officially determine whether ice hazards are sufficient to close the lanes to tanker traffic.

After a test and validation period of up to five years, the

See page 3, **RADAR**

Prestige spill demonstrates dangers of unpreparedness

By Tony Parkin
Project Manager

On November 13, 2002, the Bahamian-registered tanker Prestige suffered structural damage off northwest Spain and began leaking its cargo of heavy fuel oil. This continued for five days as the vessel was towed offshore while the Spanish government decided what to do. On November 19, 170 miles offshore, the Prestige broke up and sank in two miles of water. More oil was spilled at that time and has continued to leak

intermittently from the wreck.

Estimates put the spill at approximately 100,000 barrels. The prevailing winds pushed the oil onto the Spanish coast and later onto the French coast.

Six weeks after the sinking, I found myself standing on an oiled headland near Spain's Cape Finisterre, having been invited to observe Alyeska's effort to help with the spill.

Alyeska's Ship Escort/Response Vessel System, or SERVVS, was

contacted by the manufacturer of the OceanBuster and CurrentBuster booms and asked to supply booms for the response effort. Two CurrentBusters and the OceanBuster were shipped to Spain. Four SERVVS personnel, led by Mark Delozier, traveled there to deploy the systems, train local people in their operation, and collection of floating oil.

While we were there, no floating oil was reported off the coast, so the

See page 4, **PRESTIGE**



This beach is in the area of the Spanish coast affected by the Prestige spill. For more pictures, see pages 6-7. Photo by Tony Parkin, citizens' council.

Former Coast Guard officer takes council seat as representative of City of Valdez

Rich Nielsen is the newest representative for the City of Valdez on the board of the Prince William Sound Regional Citizens' Advisory Council. He was seated Dec. 5 as the council held its quarterly meeting in Anchorage.

Nielsen, now a member of the Valdez City Council, spent 20 years with the Coast Guard, including service in Valdez, and after that spent 19 years in the oil transportation and measurement business.

Nielsen expects his career experience to serve him well on the council. "Having worked in and around the industry for 20-some-odd years, I have an in-depth knowledge of it, particularly the shipping side," he said.

He replaces Mike Williams, who had served on the board since December of last year, and is one of two Valdez representatives on the council. The other is Jo Ann McDowell, president of Prince William Sound Community College.



Rich Nielsen

The council also recognized several of its volunteers for service to the organization:

- Tom Copeland, who represents the Oil Spill Region Environmental Coalition on the council, was

recognized as volunteer of the year.

- Dennis Lodge received an award as board member of the year, and an award for 10 years of membership on the board.

- The following people were rec-

ognized as members of the year from the council's technical advisory committees: Vince Kelly, Port Operations and Vessel Traffic Systems; Bob Benda, Terminal Operations and Environmental Monitoring; Dick Tremaine, Scientific

Advisory; Jerry Brookman, Oil Spill Prevention/Response.

- Tex Edwards and A.J. Paul, who also serve on the council's technical advisory committees, received 10-year awards.

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Committee Profile

Terminal Operations committee took early lead on key issue of vapor control

When the Terminal Operations and Environmental Monitoring Committee set up for business in 1990, the members thought their big issue would be water pollution from the Ballast Water Treatment Facility at Alyeska's Valdez tanker terminal. Little did they know they would end up leading a noisy, controversial, and eventually successful battle for a tanker vapor control system at the terminal.

TOEM, as it's usually called, is one of four standing technical advisory committees to the board of the citizens' council. Each committee has its own mission and areas of expertise. TOEM's mission is to monitor the terminal's environmental impacts and advise the council of what it finds.

Back then, TOEM was new, the council was new, and the staff was new. Everyone was feeling their way, taking the first baby steps towards creating the council as it functions today.

"Air quality was just one among many issues and initially it took a back seat to water pollution," said Joe Bridgman, the staffer who worked with TOEM from its early days until he left the council three years ago.

The focus on air quality developed as the committee became aware of what for many members, as well as for Valdez residents, was a startling set of facts:

- Tankers loading at the terminal were annually releasing an estimated 43,000 tons of Volatile Organic Compounds, or VOCs, which contain chemicals that cause cancer. The VOCs were in the petroleum vapors forced out of the tankers' cargo holds as oil flowed in.
- The terminal was the biggest source of such vapors in the United States, and in fact released 48 percent of the total from marine loading operations for the whole country. At one conference, according to Bridgman, a state regulator from Louisiana referred to the Valdez terminal as "the mother of all VOC emitters."
- Alyeska was planning a study of Valdez air quality in hopes of convinc-



OVERSIGHT – TOEM's job is to oversee operations and facilities at Alyeska's Valdez tanker terminal, shown here. Photo by Stan Jones, citizens' council.

ing the EPA that vapor controls weren't needed to protect the health of the area's residents.

"The wise TOEM members," as Bridgman puts it, "quickly saw that a service could be performed by critiquing this study plan."

And that's exactly what TOEM did, hiring a panel of scientists to critique the Alyeska plan. The panel gave Alyeska its recommendations. The company largely ignored them but responded positively to a few, Bridgman recalls.

This was the start of a period of council-Alyeska relations sometimes called "the era of dueling scientists," but it also was an early manifestation of what soon became standard operating procedure for the council: When technical issues arise, hire outside experts to analyze them and advise the council on how to proceed.

On air quality, TOEM's next step was to hire another panel of scientists to review the results and conclusions of the Alyeska. TOEM and its panel identified some key weaknesses in the study and its interpretation, and pointed them out to EPA.

One example: Alyeska had estimated how much pollution from tanker vapors was reaching Valdez by releasing an identifiable trace gas at the terminal, then measuring how much of the gas reached Valdez. The problem? Alyeska released the gas, not from the tanker loading berths, but from a site uphill and a half-mile from the berths.

The council argued this could skew results because the Valdez basin is prone to layers of different-temperature air that move in different directions. Alyeska maintained it wasn't a problem.

The argument ended, according to Bridgman, at a climactic meeting where the citizens' council produced a photo of the terminal taken from the Valdez city dock by Cordovan Dave Janka.

"Smoke from the incinerators half way up the hill at the terminal -- where the tracers had been located -- was visibly blowing westward toward the sea," Bridgman recalled in an email interview. "But smoke from a tanker at the berths was clearly blowing eastward, which would have taken it around the bay and into the town of Valdez."

The decision point came in 1995

when the EPA agreed that vapor controls should be required at the terminal. Alyeska installed them on Berths 4 and 5, and they began operating in early 1998, eliminating nearly all air pollution from tanker loading operations.

"This whole process is probably one of the best examples of how the citizens' council has worked using outside expertise, working with the industry and the agencies, to improve environmental conditions at the terminal," said Lynda Hyce, former deputy director of the council.

TOEM is still very much in business, continuing to focus on air and water quality in the Valdez basin. The Ballast Water Treatment Facility, one of TOEM's earliest concerns, is still in the spotlight because it contributes to both water pollution and air pollution.

The facility cleans oily ballast water from tankers and discharges it into the Sound. But the cleaning process is not perfect, so TOEM monitors the effects of residual hydrocarbons in the effluent from the ballast water facility.

The ballast water treatment process also allows petroleum vapor to escape into the air, though not on the scale of tanker loading emissions before vapor controls were installed.

TOEM brings some serious longevity to its work on these and other issues. Bob Benda has been chairman since 1991, and George Skladal of Anchorage, who attended the very first TOEM meeting well over a decade ago, still serves on the committee. Paul McCollum, now a council board member, has been a TOEM member since the mid-1990s, long before he joined the board. Also on TOEM is board member Stan Stephens with his long history of involvement in environmental issues surrounding the oil trade in Prince William Sound.

"TOEM throughout its history has been one of the most productive committees the council has," said Benda, the chairman. "I look forward to being part of TOEM for many years to come."

Council hails departing SeaRiver mariner for his work during the 1989 Exxon Valdez spill

After the *Exxon Valdez* hit Bligh Reef 14 years ago, the only tanker captain most Americans heard about was Joe Hazelwood, in command of the vessel when it spilled 11 million gallons of North Slope crude.

There was another Exxon captain involved in the incident, however. Though Bill Deppe received almost no publicity, he was the hero of the piece, according to a resolution passed in December by the citizens' council board.

Deppe was called in immediately after the spill to get millions of gallons of remaining oil off the *Valdez* before it, too, could escape into Prince William Sound. In this process, called lightering, oil was transferred from the Valdez to another Exxon tanker and hauled out of the Sound.

Deppe's lightering operation was, as the council resolution put it, "deemed a phenomenal success."

The resolution goes on to salute Deppe as "the Prince William Sound Regional Citizens' Advisory Council's favorite hero of the Exxon Valdez response team."

After the 1989 spill, Deppe filled various roles in Alaska for SeaRiver Maritime, as Exxon named its shipping subsidiary after the spill. From 1993-1998 he was SeaRiver's Port Operations Coordinator for Valdez, and in 2002 became the company's Area Marine Manager.

The resolution was passed in honor of Deppe's departure from Alaska for a new foreign assignment as ExxonMobil's Marine Projects Advisor.

The resolution also praised Deppe for maintaining good and open communications with the council, including his attendance and participation at meetings of the council and its technical advisory committees.

It concludes with the hope that the council will have the chance to work with Deppe again "during his next tour with SeaRiver Maritime in Valdez."

PUBLIC SERVICE – Rhonda Arvidson, manager of the council's ice-detection radar project, received the Coast Guard's Public Service Commendation at the December board meeting in Anchorage. The commendation, presented by Adm. James Underwood, Coast Guard commander in Alaska, cited Arvidson for her "extraordinary multi-year efforts" in getting the Reef Island radar system online. Her "persistent efforts . . . helped ensure the ice radar was built years



earlier and at hundreds of thousands of dollars less than if any one organization tried to complete the project alone," Underwood said. Photo by Stan Jones, citizens' council.

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Dispersant tests at Ohmsett facility fail to tackle the important questions

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

Last month — for the second year in a row — the citizens’ council sent an observer to watch cold-water dispersant tests at the federal Ohmsett facility in Leonardo, New Jersey.

Ohmsett is a 2.6 million-gallon, open-air, salt water test tank situated on the Atlantic seacoast and run by the U.S. Minerals Management Service. Crude oil can be put on ocean water in the Ohmsett tank and sprayed with dispersants with little risk of release to the natural environment. In theory, it’s a facility with much promise for realistic testing of dispersant effectiveness.

Unfortunately, for the second year in a row, our observations suggest that in practice the Ohmsett tests shed little light on the critical question of how well Exxon’s Corexit 9527 chemical dispersant works on North Slope crude in the cold weather and cold water that prevail in Prince William Sound for much of the year.

Procedural and other problems, we believe, make the tests unreliable except as a very general indicator that some dispersion of spilled oil can in fact occur in cold water, which is not news. Our own, much more rigorous, swirling-flask tests at NOAA’s Auke Bay laboratory two years ago indicated that some dispersion occurs in Prince William Sound conditions, though not enough to qualify dispersants as a major oil-spill response tool, even if concerns about their toxicity can be resolved.

And we must not forget chemical

dispersants flunked their only real-world test in Prince William Sound. That was just after the 1989 Exxon Valdez spill, when Exxon tested Corexit 9527 on the slick from the crippled tanker. No significant dispersion occurred and the company’s request to use dispersants on a large scale during the response was denied by the state.

At the Ohmsett tank, crude oil is sprayed into a boomed enclosure, then dispersant is sprayed on the oil and the mix is subjected to artificially generated waves for 30 minutes to an hour. The only attempt to quantify the resulting dispersion consists of collecting and measuring the crude oil still floating in the boomed enclosure at the end of that period, the assumption being that the rest of the oil was dispersed, either naturally or through the action of Exxon’s Corexit.

What were the problems we observed with the Ohmsett tests?

Stray oil. Despite the best efforts of the technicians conducting the test, some oil slopped out of the boomed enclosure and so, although not dispersed, was not measurable as part of the undispersed oil.

Resurfacing. Dispersion is to an extent self-reversing. Soon after dispersion occurs, some dispersed oil begins re-coalescing and resurfacing. It appeared that within a few hours after each Ohmsett test a considerable quantity of dispersed oil resurfaced outside

the boomed enclosure and so was not recovered to be included in any tally of undispersed oil.

“Shoreline” effects. Natural wind and the artificially generated waves at



John Devens

Ohmsett combined to drive floating oil and dispersant against the boom forming the enclosure. Thus the tests did not resemble what would happen with free-floating slicks in open water, the likeliest place for dispersant use to be approved. Instead, the tests were probably closer to what would happen if an oil slick reached a

shoreline, there to be pounded by wind and surf.

Misapplication. In some of the tests, the wind was so strong that the dispersant at least partly missed the oil slick, making it hard to determine whether any dispersion was the result of Corexit, or of natural dispersion.

Weathering. Ohmsett attempted to test weathered crude, an appropriate goal as in a real spill it would certainly take several hours, and possibly a day or two, before dispersants could be applied to a slick. However, the Ohmsett weathering process bears little resemblance to what happens to oil on the open ocean. Ohmsett weathers crude oil by heating it in a barrel and circulating air through the barrel to carry off the resulting vapors. In a real spill, no heat is applied to a slick, but it is subject to chemical reaction with the salt water upon which it floats and

the effects of wind, waves, sunlight, and suspended particles in the ocean water.

To their credit, the officials at Ohmsett are avoiding any claim that their tests are precise enough to establish how much dispersion is occurring. The tests are now described as demonstrations.

In our view, there is little point to them, whatever they’re called. The time for “demonstrations” that at least some dispersion can occur in cold water is long past. That proposition is not in serious question.

The important question is, does enough dispersion occur to matter? What’s needed to answer that question is research that gives meaningful quantitative results and will stand up to scientific review.

That’s why we have joined with the Alaska Regional Response Team — a group of state and federal agencies in charge of oil-spill response in Alaska — in creating a multi-stakeholder working group to devise rigorous protocols for dispersant testing. We have invited the Minerals Management Service to join this team.

It’s an approach that served the Sound and stakeholders well in the mid-1990s, when a collaborative research effort led to dramatic improvements in the tanker escort system.

We’re certain that it will prove an equally powerful tool for finally answering the important questions about chemical dispersants in a way that will earn the trust of all stakeholders and the respect of the scientific community.

(See photos, page 5.)

RADAR: New ice-detection system starts up on Reef Island

Continued from Page 1

stakeholders will declare the system fully operational, at which time the Coast Guard will begin using it in making go/no-go decisions on tanker departures from Valdez.

The system’s Reef Island site overlooks Bligh Reef, scene of the 1989 Exxon Valdez oil spill, which, at 11 million gallons, is the worst in North American history. Ice from Columbia Glacier played a role in that spill, as the Valdez had diverted from the tanker lanes because of earlier reports of icebergs when it struck Bligh Reef.

Ice caused another major tanker accident in the Sound in 1994 when the BP-chartered Overseas Ohio struck an iceberg, causing damages of approximately \$1 million to the vessel. The Ohio was inbound with empty tanks at the time, and no oil spilled.

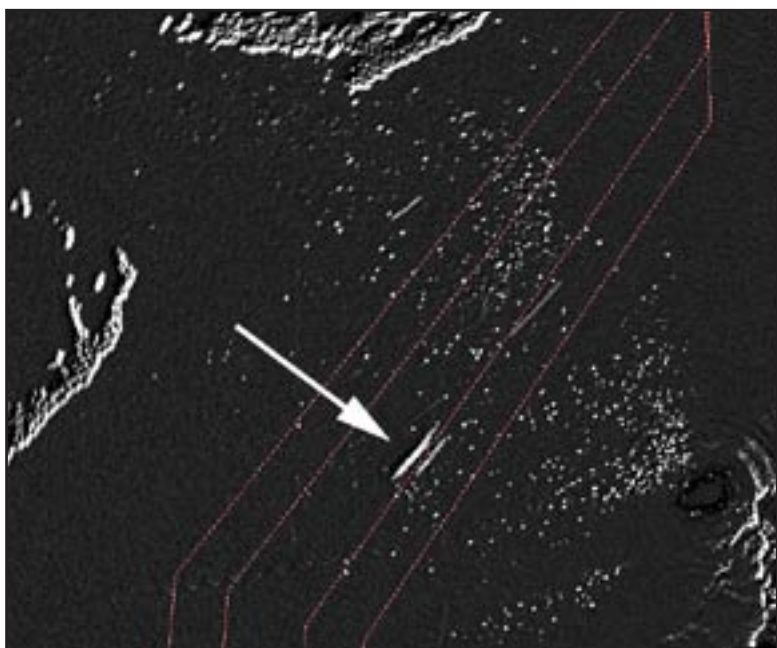
Radar signals travel from Reef Island via microwave to Alyeska’s Ship Escort/Response Vessel System in Valdez, and from there to the Coast Guard’s Vessel Traffic Service.

The Coast Guard will maintain the radar system on Reef Island, while Alyeska will maintain the tower on which the radar antenna is mounted, the power supply, and the microwave link to Valdez.

“This is a bright day for maritime safety in Prince William Sound,” said Commander Mark Swanson, head of the Coast Guard station in Valdez. “This newly operational ice detection system represents the best internationally available ice detection technology in existence.”

“We tip our hat to those in the citizens’ council and the other participating entities who have made it happen,” said Alyeska’s Richard Ranger.

Participants in the radar project included the



FILTERED — After computer processing to filter out wave clutter, the signal from Reef Island is much clearer, with floating ice and a passing tanker (indicated by arrow) clearly visible. The smaller, lighter image beside the tanker is an escort vessel.

council, the Coast Guard, Alyeska, Alaska Tanker Co., the Alaska Department of Environmental Conservation, the Oil Spill Recovery Institute, Prince William Sound Community College, and the National Oceanic and Atmospheric Administration.

Even as the VHF system goes through its first months of operation, tests will begin on a UHF -- for Ultra High Frequency -- system that could become the next generation in ice-detection radar. UHF is considered better at cutting through sea clutter and can pick up smaller icebergs, but it doesn’t reach as far as VHF radar. The council-sponsored tests, expected to begin late this month or in early April, will assess whether UHF radar really does provide a sharper picture of the ice situation, and whether a new antenna devised by a Canadian research firm can extend its range.



GOING SOUTH -- Jim Carter retired last month after many years of service with the Cook Inlet Regional Citizens’ Advisory Council. He was president of the council’s board in its earliest days, and he had worked the last five years as executive director of the organization. Though he’s retiring and moving to Phoenix, Carter will continue to work for the council as a consultant on federal issues. Mike Munger will be taking over from Carter as executive director. Here, Carter is shown at his retirement party in Soldotna, where he received a framed print and best wishes from Marilyn Leland, deputy director of the Prince William Sound Regional Citizens’ Advisory Council.

Not just a slogan: Transforming our commitment to a safe work environment

By now readers of the Observer should be aware that safety is a core value for Alyeska, and a key performance measure by which we assess ourselves. We have expressed this commitment in various forms over the years. Perhaps the most familiar of these to the general public is the statement “Nobody Gets Hurt” that is found on our red vehicles, and in many signs, posters and other items found at Alyeska facilities. But for the principle of safety to make a difference in the way we do our work and to have meaning for employees and for all those whom our operations affect, safety must be more than a slogan. In many respects, the most important work any Alyeska manager or supervisor can do is transform safety from word to deed, and keep the commitment to safety vigorous and meaningful.

The particular challenge with safety is that whether at the level of the company as a whole, or at the level of an individual work team, we at Alyeska are

only as good as our safety performance on the last shift. We are accountable for our safety performance as a company to various government agencies, to the Pipeline Owner companies, and to our own operating principles, found in manuals and in many other documents. In many cases, however, the tools for measuring that accountability rely on “lagging indicators”, meaning that they look backward to past performance rather than forward to how safety will be achieved today. Our record keeping on safety is essential to our ability to track our performance, and it’s required by law. On a stand alone basis, however, good record keeping does not make a difference when the work team gathers to begin its shift.

A safe work environment can only

occur when work teams and supervisors are accountable to each other to examine a job for potential hazards, to eliminate those hazards, and to be attentive to whether their work may be creating new hazards. A safe work environment can only be achieved when - as is the case at Alyeska - each employee has the power to stop work if he sees an unsafe condition or practice, and to require that the situation be corrected before work resumes. And again when each employee exhibits the right safety behaviors and intervenes to ensure others exhibit the right safety behaviors. Industry experience shows that those who get safety right get the rest of the job right, in terms of job objective, quality, cost, and environmental performance.

We will spend much attention to that

latter statement in the coming months. For years Alyeska has focused on incremental improvement to its safety performance along with the many other things we have to do. We thought that would get us to a better place each year. We have made progress, but it isn’t good enough. We have come to understand that getting safety performance right produces better business results across the board. Managing safety is managing your business. Think about it. Safety Management includes planning, resources, training, budgeting, housekeeping, job hazard analyses, execution, etc. So, managing safety is what we should spend the majority of our time doing. We have committed this year to think of safety in this way, and we are committed to delivering on our principal objective – Nobody, that is, Nobody Gets Hurt! We expect that this will also improve our performance, not just by our standards, but by the standards that matter most to you.

Alyeska Viewpoint



Greg Jones



CAPITAL CORPS – The citizens’ council made its annual visit to Juneau last month. The trip featured meetings with Ernesta Ballard, commissioner of the Department of Environmental Conservation, and several legislators. The council also co-hosted a legislative reception with Cordova, Whittier, Chenega Bay, the Prince William Sound Aquaculture Corporation, and other groups. Here, council board members, Dennis Lodge and Jim Nestic (far left and far right), and staffer Donna Schantz are shown with Rep. Kelly Wolf, R-Soldotna. Photo by Linda Robinson, citizens’ council.

Exxon shipping arm orders double-hull design

SeaRiver Maritime, the shipping subsidiary of ExxonMobil, has retained a San Diego shipyard to design new double-hull tankers for the Valdez oil trade.

National Steel and Shipbuilding Co. will design a 750,000-barrel tanker for SeaRiver, including a price and delivery proposal for a minimum of two vessels, according to a January news release from the shipbuilder.

Work on the design was to begin immediately and be completed by Sep-

tember of this year. If SeaRiver accepts the proposal, the shipbuilder expects that will lead to a design and construction contract by the end of the year. No delivery date for the tankers was released.

The other two major oil shippers out of Valdez -- Phillips’ Polar Tankers and the BP-affiliated Alaska Tanker Co. -- have already begun the switch to new double-hull tankers. Polar Tankers has already brought two into service, and BP expects to bring two into service next year.

Work of Valdez Coasties honored by foundation

The Coast Guard’s Valdez Marine Safety Office has received the Admiral John B. Hayes Award for Unit Excellence.

The award, given by the Coast Guard Foundation, recognizes the Valdez station as the most outstanding unit in the Coast Guard’s Pacific Area for 2002. The Pacific Area includes

the U.S. West Coast, Alaska, Guam and Hawaii.

A dinner recognizing the award recipients will be held May 31 in San Francisco.

The foundation is a non-profit organization dedicated to enhancing the lives and well-being of Coast Guard members.

PRESTIGE: Spanish coastline was not prepared

Continued from Page 1

booms never got a real workout. But the trip did provide a chance for me to meet local citizens to explain what the Prince William Sound Regional Citizens’ Advisory Council is today and our achievements since 1989. And SERVS’ goal of training local people on the equipment was achieved when fishermen were taught to deploy the CurrentBuster.

We arrived in La Coruña, where the response was being managed, on December 29. La Coruña, a city about the size of Anchorage, sadly has a long history of dealing with oil spills and is the closest city to many of the oiled coastal sites. Most recently, in 1992, the tanker Aegean Sea broke up with approximately 500,000 barrels of oil aboard and burned on the coast almost in La Coruña. In 1976 the Urquiola, carrying 650,000 barrels, suffered the same fate.

The Spanish government has been heavily criticized for its handling of the Prestige incident, initially for forcing the tanker offshore where it then broke up, and later for the slow response efforts and lack of preparedness for yet another oil spill to affect this region.

I was able to make contact with local people, particularly the fishermen. In the heavily oiled village of Lira, I explained what the citizens’ council is today and how it came about. The fishing vessel program was of most inter-

est, including how it is funded and the training that is done. Two months after the spill, Lira’s fishermen still had no equipment to protect their harbor and collect oil and I explained how they could contact the incident commander and to request action.

I also suggested they might unite with fishermen in other villages to get their own equipment and work together to establish local response capabilities. While in Lira, I gave an interview to a Spanish documentary team about the citizens’ council and they were amazed at what we have in place.

Thousands of volunteers from all over Spain and Europe were working to clean the coastline and I was able to pass out citizens’ council literature and explain what we do.

I am still amazed at how little preparation for this kind of incident was in place in the region, especially in light of the area’s history of major oil spills and in comparison to what we take for granted here. What I saw in Spain proves to me that being prepared is the key to mitigating a disaster of this kind.

A response to a spill this large will always encounter problems, but what we have in Prince William Sound, thanks in good part to the actions of concerned citizens, leaves us much safer than the unfortunate residents of the Spanish coast.

See pages 6-7 for photos of Prestige cleanup efforts.

Bill would accelerate double-hull phase-in

A Congresswoman from California has introduced legislation to move up the date after which single-hull oil tankers will be banned from U.S. waters.

Under current federal law, single-hull tankers must be phased out by 2015. A measure introduced late last month by Rep. Lois Capps, D-California, would move the deadline up to 2007.

The measure would also require single-hull tankers operating within 100 miles of the U.S. coast to be accompanied by a response vessel. It would also impose a tax of five cents per barrel on crude oil being imported in single-hull tankers.

Capps cited both the Exxon Valdez spill of 1989 and last year’s Prestige spill off the coast of Spain in arguing her bill was needed. “Requiring double-hulled tankers is the surest way to protect against the environmental and economic havoc brought on by these terrible accidents.”

Testing oil-spill dispersants

Last month, the federal Minerals Management Service tested ExxonMobil's Corexit dispersant at the Ohmsett facility in New Jersey, with a representative from the citizens' council among the observers. As discussed in John Devens' column (see page 3), the tests unsurprisingly showed that Corexit achieves at least some dispersion in cold saltwater, but the tests were too crude to provide a reliable indication of how much dispersion occurs.



First, crude oil was sprayed on the water within the boom (above). A few seconds later, dispersant was sprayed on the resulting oil slick (right).



The Ohmsett facility is a large salt-water tank equipped for various kinds of tests. For the dispersant tests, a rectangular enclosure of containment boom was set up.



After about 30 minutes of waves from a mechanical generator, oil remaining within the boom was herded into a corner with a fire hose (left), then sucked into a barrel for evaluation (below). The tank looked clean again.



But, a day later, large quantities of oil were visible floating outside the containment boom (below). Some of it may have slopped over the boom during the wave action, but most probably resulted from a phenomenon called resurfacing, in which oil that appears to have been dispersed floats back to the surface a few hours later. That's why the Ohmsett tests are not a reliable way to measure dispersant effectiveness.



Photos by Stan Jones, citizens' council



Cleanup workers in protective suits gather for work on a Spanish beach.

Scenes from a spill response

Late last year, citizens' council project manager Tony Parkin went to Spain with a contingent from Alyeska Pipeline Service Co. to observe and offer what help he could to citizens of the Spanish coast struggling with the aftermath of the Prestige spill. These pages show some of the photographs he took while there. (See also his story, page 1.)



Alyeska demonstrates its CurrentBuster skimming system for Spanish citizens.



This Spanish beach was one of those hit by oil from the *Prestige*.



These volunteers are cleaning small blobs of oil from a beach by hand.

Oiled birds were treated at this facility on the Spanish coast



Much like Alaskans after the *Exxon Valdez* spill, Spanish citizens were forced to improvise booms from local materials



Oil-spill cleanup is a dirty business, requiring that cleanup workers themselves be cleaned up at the end of their shifts.



Photos by Tony Parkin, citizens' council

Community Corner

Your artwork could help the council illustrate safe crude transportation

By Linda Robinson
Community Liaison

The citizens' council is soliciting donations of simple line drawings of subjects related to the safe transportation of oil, signed by the artist, to include in a children's coloring book to be distributed at various public events.

Subjects may include tankers, fishing vessels, tugs, Coast Guard ships, kayaks, marine mammals, fish, the Alyeska terminal in Valdez, Prince William Sound communities and natural features, and anything else related to our mission. The drawings should be 8.5 inches by 11 inches in size.

If you have any questions, please contact me at 1-800-478-7221, or 907-273-6235. The deadline is April 15.

Thanks to photographer Bill Rome, we have a new video to show at our booth. It begins with a brief reminder about the Exxon Valdez oil spill, and concludes with wonderful footage of Prince William Sound and its wildlife. We are very grateful to Bill for his generous contribution.

Pipeline Safety Panel

In 1999, three young boys were killed in an explosion in Whatcom Falls Park in Bellingham, Washington. The families of the boys and other supporters have been working to ensure this type of pipeline explosion does not happen again. The families hoped to use \$8 million in fines paid by Olympic Pipe Line Co. and its partners to create an endowment. The Bellingham City Council voted to endorse the use of the funds to establish an independent non-profit pipeline safety organization modeled after our council. The trust hopes to be "a partner at the table when decisions are made", and be indepen-

dent. Information on the formation of our council and other administrative materials have been sent to help them in their development.

On the road

We took our booth to the Alaska

Forum on the Environment in Anchorage, February 10-12.

From there the booth traveled to Juneau to participate in a legislative reception sponsored by Cordova, the citizens' council, Whittier, Chenega IRA Council, the Eyak Corporation, and other organizations.

A second Juneau reception will be held on March 27 at the Hangar restaurant. This reception is being hosted by the City of Valdez, Alyeska, Copper Valley Electric Association and the citizens' council.

March 5-7 was the annual meeting of the Alaska Wilderness, Recreation and Tourism Association, represented on our council by Stan Stephens. This conference, held in Girdwood, focused on tourism in Alaska. One session discussed the new Murkowski administration and legislative priority updates.

After the annual citizens' council meeting in March, we will take the booth to Kodiak ComFish. While at this conference, we will host a reception at the Buskin River Inn to present information about our projects and meet with members of the city, borough, assembly and others. Three council board members live on Kodiak Island. Jane Eisemann, represents the City of Kodiak. Al Burch represents the Kodiak Island Borough. Jim Nestic from Old Harbor represents the Kodiak Village Mayors Assoc. Sara Bruce, also of Kodiak, serves on the OSPR committee. And congratulations to Sara on the recent birth of a son.



Linda Robinson



AWRTA – The Alaska Wilderness Recreation and Tourism Association held its annual conference in Girdwood early this month. The event drew about 120 participants from around the state. Council board members attending included Stan Stephens – who represents AWRTA on the council – and Marilyn Heddell of Whittier. Here, Heddell is shown with Sara Leonard of the Alaska Department of Fish and Game. Photo by Linda Robinson, 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.

Board of Directors

President: Steve Lewis - City of Seldovia
Vice-President: Dennis Lodge - City of Seward
Secretary: Pete Kompkoff - Community of Chenega Bay
Treasurer: Jane Eisemann - City of Kodiak

John Allen - Community of Tatitlek
Patience Andersen Faulkner - Cordova Dist. Fishermen United
Louis Beaudry - Prince William Sound Aquaculture Corp.
Sheri Buretta - Chugach Alaska Corp.
Al Burch - Kodiak Island Borough
Tom Copeland - Oil Spill Region Environmental Coalition
Dave Marquez - Alaska State Chamber of Commerce
Marilynn Heddell - City of Whittier
Blake Johnson - Kenai Peninsula Borough
Margy Johnson - City of Cordova
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Jim Nestic - Kodiak Village Mayors Association
Stan Stephens - Alaska Wilderness Recreation & Tourism Association
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