



# The Observer

VOLUME 17, No. 4/SEPTEMBER 2007

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

## New tug is scheduled for Cook Inlet duty

Tesoro Alaska Company has announced plans to station a new year-round tractor tug at its Nikiski refinery starting this winter.

The vessel is the 6,700-horsepower Vigilant. It will be operated for Tesoro by Crowley Marine Services, which also operates Alyeska Pipeline's tug fleet in Prince William Sound.

The move "is an additional enhancement to our safety and environmental programs," said Capt. Tim Plummer, president of Tesoro Maritime in a prepared statement.

The decision comes after two incidents at Nikiski raised fears a major tanker spill could occur without additional protections at the facility on the shore of Cook Inlet a few miles north of Kenai.

In February 2006, the tanker Seabulk Pride was pushed away from the Nikiski dock by fast moving ice. It grounded on a nearby beach within a few minutes and was pulled free a day later. The vessel's cargo tanks didn't rupture, though a small amount of oil did spill from the loading equipment as the



The tug Valor, shown here, is a twin to the Vigilant, which will go into service at Nikiski early this winter. Photo courtesy of Tesoro.

vessel was pushed away from the dock.

In January 2007, the same vessel had a second encounter with ice at the Nikiski dock. One mooring cable was snapped and others were strained, but the Seabulk Pride did not break free as it had

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## Congress debates new ballast-water law as EPA acts under older statute

This summer saw movement on two fronts on one of the citizens' council's key issues: the risk of Alaska being invaded by alien species arriving in oil-tanker ballast water.

One front is at the Environmental Protection Agency. As ordered by a federal judge in California, EPA has taken the first steps to develop ballast water regulations that would go into effect in September of next year, and the council has already submitted comments.

In Congress, meanwhile, companion bills on ballast water management have been introduced in the House and Senate, the latter with Alaska Sen. Ted Stevens as a cosponsor. Stevens was one of the legislators with whom council representatives discussed ballast water issues during a visit to Washington, D.C., earlier this year. That bill would give authority for regulating ballast water to the Coast Guard, rather than EPA.

The EPA's call for input on ballast-water regulation (and on other issues raised by the California court decision) was very general. That was a reflection of the sweeping nature of the ruling. The court overturned a long-standing EPA position that ballast-water discharges, deck runoff, and many other types of discharges from many types of vessels (not just oil tankers) weren't covered by the Clean Water Act, and so did not have to be regulated. As a result, EPA is now starting the regulatory process for what it estimates could be more than 13 million recreational boats, fishing vessels, freighters, barges, and tankers. At the same time, the government is appealing the court decision in hopes of a reversal.

In June, EPA started the regulatory process by seeking comment on such things as the number of vessels that might be covered by the ruling, how their owners could be informed, where the vessels travel and what type of operations they conduct, the nature and environmental impacts of discharges from these vessels, and what can be done to control the discharges.

The council's comments were limited to the

## Council, state, seek info on tanker spill plans

Both the citizens' council and the Alaska Department of Environmental Conservation say more information is needed from oil tanker companies before their oil-spill contingency plans should be renewed.

In a July 23 letter to the Department of Environmental Conservation, or DEC, Executive Director John Devens said the council was concerned that needed "information, analysis, and commitments" are missing from the plans prepared by the shipping subsidiaries and affiliates of ConocoPhillips, BP, ExxonMobil, and Tesoro.

Contingency plans - known formally as Oil Discharge Prevention and Contingency Plans - specify what the tanker companies must do to prevent oil spills and how they will respond if prevention fails.

Among the main problems highlighted by the council: too little factual data and analysis, and failure to make sure that critical prevention and response technology is the best available as required by state regulation.

The council also faulted the plans for relying on unrealistic assumptions, such as an assertion that spilled oil can be cleaned up in 10-foot seas and winds greater than 30-40 miles an hour. "We hope that the plan will be revised to become more realistic before it is approved," Devens wrote.

The letter said more information was needed on 19 aspects of the plans, which were submitted to the state in mid-June.

The state subsequently requested more information on some 185 points in the tanker company plans. The state said it needed the information to proceed with its review of the contingency plans, which expire in November.

In the council's view, the state's larger number of information requests does not mean that all important issues are being addressed, as the state rejected about half the points on which the council wanted more information.

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**Volunteer Profile**

# Busy Alaskan says goodbye to council committee

By **SUSAN SOMMER**  
Project Manager

Linda Lee has a lot on her plate right now. The Valdez resident works full-time for Alyeska as a berth operator at the tanker terminal, helps run the family's charter and commercial fishing business, and, until recently, volunteered on the council's Port Operations and Vessel Traffic Systems Committee.

This committee, known as POVTS, focuses on monitoring improvements to port and vessel traffic navigation systems, iceberg detection, weather considerations, and tanker movement through the Sound.

Lee says it wasn't easy to call it quits after 12 years on POVTS. With a change in Alyeska's policy on leave time for volunteering, Lee said she would be able to attend only about three meetings a year, and it hardly seems fair to the committee to participate so infrequently. Members meet 10 or more times annually.

Despite leaving, Lee cares deeply about POVTS's cooperative work and the council's success in working with oil industry representatives and other groups to help create and maintain a safer, more efficient system for the marine community.

Examples of improvements include vapor recovery at the Valdez tanker terminal; ice detection radar and weather buoys, used by many vessel operators in Prince William Sound; arrival of the enhanced tractor tugs and the pre-

vention and response tugs; and three marine firefighting symposia, each of which provided training for about 60 firefighters from rural Alaska coastal communities.

Lee's training in marine and industrial firefighting, coupled with her knowledge of the tankers that ply the Sound, helped support a professional, coordinated response when a fire started in the generator room of the tanker Kenai alongside Berth 4 at the terminal a few years ago. From Berth 3, Lee could see black smoke billowing from the ship's stern. Lee says it didn't seem dangerous to head toward the vessel. She says, "It was an amazing feeling to want to go onboard as one of the fire brigade responders." While others doused the flames, Lee worked with a crew to drain and disconnect the "arms," the devices on the berths that feed oil to the tankers.

A different stricken tanker came unbidden into Lee's life in 1989 when the Exxon Valdez ran aground.

As a fisherman, Lee's livelihood

came to an abrupt halt that day. She quickly switched gears and hired on to help with the clean-up for the

next two summers, time that otherwise would have been spent shrimping, kelping, and fishing. Lee had pursued the latter since moving to Alaska in 1976.

Oil spill work kept Lee and her husband, Dave Rentel, busier than ever. One stint on the water lasted 61 days. Rentel was one of the first divers to see the underwater devastation the single hull of the Exxon Valdez suffered after hitting Bligh Reef.

In 1991, when the clean-up ended, Lee started work at Alyeska, following her original plan of coming to Alaska to find a coveted pipeline job. She joined POVTS a few years later.

One of the things Lee loves about her job is the bird's-eye view she gets. She has been onboard all the trans-Alaska pipeline system tankers, has gotten to know a wide variety of people in the industry, and can see how

policies, procedures, and regulatory changes affect the entire system of loading and transporting crude oil.

Once, she got to ride a tanker from Valdez to Long Beach, California. Lee was listed as being a "supernumerary," or an extra person along for the ride, and though she knew a few of the people onboard, others remained reserved at first.

Once they discovered she wasn't a safety risk, they warmed to her presence on the ship. By the end of the trip, she was free to go wherever she pleased—the engine room, the bridge, inside a clean ballast tank—observing the crew and learning all she could about their jobs.

As someone who works both inside industry and outside it in private enterprises that rely on a healthy Prince William Sound, Lee has a unique perspective.

"I've been asked if there was a conflict between my job at Alyeska and my involvement with the citizens' council. Not for me," she says. "Alyeska's mission is to safely and efficiently transport crude oil from the North Slope to the Gulf of Alaska. The council's mission is to promote environmentally safe operation of Alyeska's marine terminal and associated tankers. My perspective has always been that while there may be differing opinions as to the best way to accomplish either mission, they are so closely aligned that it has never been a conflict."



Linda Lee long-lines for halibut near Knight Island aboard the Vixen, the boat she operates with her husband, Dave Rentel. Photo by Dave Rentel.

## Two in, one out; council staff is now at full strength

Thanks to some summer hiring, the citizens' council is fully staffed for the first time in almost two years.

Chris Jones started work on Aug. 13 as maritime operations program manager. The position had been open since Bill Abbott left it last year.

Jones, 34, has a master's degree in environmental science from Western Washington University. Before joining the council staff, he was an oil spill policy advisor to Washington's Makah Tribal Council, working on such issues as prevention and response tugs for Neah Bay; federal and state contingency planning; Coast Guard rules on salvage, firefighting, and vessel response plans; and the protection of ocean fisheries for the tribe.

He also has a background with the National Oceanic and Atmospheric Administration Hazmat Division and Sanctuary Program in oil-spill response preparedness and contingency planning. He has lived in California and Hawaii where he worked with whales, seabirds, sea turtles, and other marine life as a NOAA fisheries observer.

Jones said he's been trying to find a way to move to Alaska for ten years. "I would like to strengthen the prevention system we have in place here, which represents how oil should be responsibly transported through environmentally sensitive areas," he said.

When not working, he likes hiking, boating, skiing, ocean sailing, and exploring Alaska's interior with his brother, who is working on a doctorate in fisheries at the University of Alaska Fairbanks. His girlfriend, Amy Trainer, an attorney and planner, will be moving to Valdez to join him.

The council's other new hire is Denise Schanbeck, who started Aug. 6 as administrative assistant in the Valdez office. Most recently, she was executive assistant to the president of Prince William Sound Community College.

Her background is in emergency management and disaster planning. She has worked as part of the command structure for 19 state and federally declared disasters. These include flooding, an earthquake, and two Coast Guard helicopter crashes, all in California.

She sits on the Valdez Local Emergency Planning Committee and is the Red Cross representative for Valdez. In addition, she's a volunteer firefighter and emergency medical technician for the Valdez Fire Department.

"Having worked in the emergency management field for over 20 years, I have seen the damage an oil spill can cause," Schanbeck said. "Preventing one from happening again is crucial."

She moved to Valdez three years



Denise Schanbeck



Tamara Byrnes



Chris Jones

ago with her son, P.J., and her husband, Preston, who is in the Coast Guard. For fun, the family likes to fish, hike, and pan for gold, she said.

Schanbeck replaces Tamara Byrnes, who had worked for the council since 1991. Byrnes has retired and moved to Florida, where she will be both warmer and closer to her family.

"We're happy to have these two fine professionals join us," said John

Devens, executive director of the council. "At the same time, it's always hard to say good-bye to a long-time member of the staff like Tamara. We wish her well and hope to see her back in Valdez from time to time."

The council now has 18 full-time employees and two part-timers.

*Editor's note: Chris Jones is not related to Stan Jones, director of external affairs for the council.*

### Entries sought for upcoming film festival

The citizens' council is coordinating a film festival in connection with the Alaska Forum on the Environment, Feb. 11-15, 2008, in Anchorage.

Films should be 30 minutes or less in length and must be submitted by Nov. 1, 2007, to: Lisa Ka'aihue, Film Festi-

val Coordinator, Prince William Sound Regional Citizens' Advisory Council, 3709 Spenard Rd. #100, Anchorage AK 99503.

For additional information, visit [www.pwsrca.org/docs/d0038900.pdf](http://www.pwsrca.org/docs/d0038900.pdf) or call 907-277-7222.

## From the Executive Director

## Critical elements make citizen oversight effective

Earlier this month, I chaired a panel at the Clean Pacific conference in Seattle. The topic was, what's required to make citizen oversight work?

We've spent 18 years thinking about that question, and the conference gave us an excuse to boil the answer down to a few key points I'd like to share here.

Four main things – in addition to passionate, committed citizens – are essential to effective citizen oversight: authority, money, autonomy, and access. Let's take them in order.

### First, authority.

Ours comes from two sources. One is the Oil Pollution Act of 1990, passed in response to the Exxon Valdez spill. It requires citizen oversight in Cook Inlet and Prince William Sound, and we fill that role in the Sound. Government agencies and the oil industry know that federal law gives us a seat at the table when decisions are being made about the safety of crude oil transportation through our waters.

The other source of our authority is our contract with Alyeska. Besides funding us, as discussed below, it spells out our powers and responsibilities with respect to oversight of the terminal and tankers in Prince William Sound, and it contains considerable guidance on how Alyeska is required to interact with us.

### Then there's money.

Our mission is minimizing environmental impacts from the oil tankers traveling the Sound and the Valdez terminal where they load. That's expensive.

We conduct technical research, monitor tanker and terminal operations, evaluate industry and government proposals, and analyze complex documents like contingency plans. This requires a solid professional staff and relationships with numerous expert technical contractors. Maintaining long-term technical and analytical capability on this scale requires guaranteed, adequate, inflation-adjusted funding.

Virtually all of ours – now about \$3 million a year – is through a long-term contract with Alyeska Pipeline Service Co. While industry

funding obviously comes with its own set of challenges, it has worked in our case. Our budget has mostly kept up with inflation. While we've had a few financial disagreements with Alyeska, they have been over issues and amounts that were small in relation to the total scale of our operations.

As a result, we believe industry funding is the best approach. Such a funding contract should be mandatory as a matter of law in order for the industry being overseen to be considered in compliance with oil-spill contingency plans and other regulatory requirements.

**Autonomy** is another critical element of citizen oversight. It has several facets.

Foremost among them are internal structure and governance. These must be left up to the oversight group, so long as it operates in accordance with its authorizing legislation and funding contract. Our 18 member entities are independent organizations and they alone choose their representatives to our board, which elects its own officers and tells me what to do as executive director of the council. No government official gets to review, approve, or veto these processes, nor does the oil industry have a say. We believe any political, agency, or industry role would be the death knell of the autonomy and independence required for effective citizen oversight.

Similarly, our board does not include voting seats for representatives of the government agencies that oversee the oil industry, nor for the industry itself. The citizen voice should consist of unfiltered and unalloyed input from citizens alone.

No citizen's council can be expected to be all things to all people, to serve some amorphous conglomeration required to incorporate all the contending parties, any more than a government agency or an oil company board of directors should be subject to such a requirement.

Budgetary independence is another important component of autonomy. The group must have control of its own budget. It is critical that neither industry, regulators, nor elected officials be able to veto its projects or

initiatives.

Freedom of inquiry is also essential. The group should be able to retain technical experts and commission research even if, in some cases, it covers the same ground as industry or government-sponsored research.

Finally, there's the freedom to inform. The group must be able to communicate with the public, news media, regulators, and elected officials as necessary to carry out its mission, all without oversight or control by government or industry.

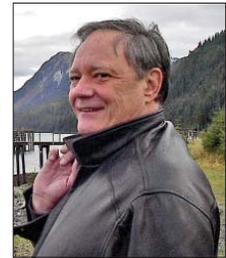
**Access** is the fourth crucial element of effective citizen oversight.

The authorizing legislation, as well as any funding contract, should guarantee the group has access to industry facilities, personnel, and records on the same basis as regulators. In addition, regulators and companies receiving formal advice or other communications from the group should be required to respond in writing.

All four of these elements are present in the system built up over the past 18 years among our council, the oil industry, and its regulators in Prince William Sound. Although nothing can guarantee there will never be another accident on the scale of the Exxon Valdez, we believe this system of interaction has materially reduced the chances of such disasters, while producing the good working partnership among citizens, industry, and regulators that was envisioned in the Oil Pollution Act.

We believe this system will continue serving Alaskans well, adapting to change and keeping everyone focused on the most important thing: ensuring that the rich and beautiful natural environment of the Sound provides us with pleasure and sustenance long after the last load of oil leaves Valdez.

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



John Devens

## BALLAST: Movement in Congress, EPA, on the issue

Continued from Page 1

question of tanker ballast water. As in the past, the council warned that continuing to allow untreated ballast water discharges into Prince William Sound could lead to a devastating invasion by non-indigenous species and urged immediate action.

Oil tankers take on ballast water in West Coast ports like San Francisco and Long Beach to provide navigational stability during the trip to Alaska, when they aren't carrying oil. As these ports of origin are known to be infested with invasive species, this ballast water can become a threat when the tankers discharge it into Prince William Sound before loading oil in Valdez.

Some ballast water is carried in the

empty oil tanks, and poses no invasion threat, as the oily remnants in the water kill any organisms present. This water is cleaned on shore in Valdez before being released into the Sound.

However, much of the ballast water is carried in segregated tanks that never contain oil. Organisms in this water readily survive the short trip to Valdez and are discharged alive into the Sound, which is the reason for the council's concern.

If the government loses its appeal, "EPA should regulate ballast water from crude oil tankers serving the Valdez Marine Terminal as a national priority," Executive Director John Devens wrote in the council's Aug. 6, 2007, comments. "Prince William Sound Alaska not only serves as a major oil terminal for our nation, but this region

provides our nation with high quality seafood and pristine recreational opportunities, unmatched elsewhere in the United States."

Unlike the EPA's regulatory notice, the legislation introduced in Congress is very specific about what tanker operators would have to do to manage ballast water. Until technology was developed to treat ballast water and remove non-indigenous species in accordance with standards set out in the legislation, tanker operators would be required to exchange ballast water at sea, starting a year from the date the law was passed.

At-sea exchange involves discharging ballast water taken on in port and replacing it with water from the high seas. This is a fairly effective deterrent to non-indigenous species invasions

for two reasons. For one, the high seas are relatively low in nutrients and not many micro-organisms can live in the surface water there. For another, organisms that can live on the high seas usually cannot survive when discharged in near-shore waters and so pose little invasion risk. (Similarly, near-shore species discharged on the high seas do not survive well there.)

When or if Congress will act on the ballast-water legislation is unclear, but the council will continue to monitor it, as well as EPA's regulatory process.

"It's good to see legislators and agencies starting to pay attention to this issue at the same time," Devens said. "We've seen flurries of interest in the ballast water problem before, without anything actually getting done. We're hoping this time will be different."

# Summer

A big thank you to all who sent us



Salmon fishing fun in Southcentral Alaska, above from left to right: Board member John Velsko and his father-in-law, Leo Brott, caught these silvers while trolling off Dangerous Cape in Kachemak Bay. Staffer Linda Robinson shows off her catch of sockeye from the Kenai River. Committee volunteer John Kennish lifts a 52-pound king from Cook Inlet. Photos courtesy of John Velsko, Linda Robinson, and John Kennish.

Right: Board member Nancy Bird and husband, Karl Becker, at the first of many celebrations this summer for their 25th anniversary. They were married on the Million Dollar Bridge near Cordova in 1982, and try to return there every year. This time they had chocolate cake and champagne at Childs Glacier. Photo by T. Kline.



Right: Lisa Ka'aihue, staffer, roasts marshmallows with sons Nate and Sam and their cousin River Tomrdle on the Kenai Peninsula. Photo courtesy Lisa Ka'aihue.



Left: Staffer Stan Jones has been taking pictures of squirreltail grass, his photographic obsession, for years. He has yet to get a really good one, but he keeps trying. This was taken in the parking lot of a Spenard restaurant.



Below: Council volunteer Dave Goldstein and a group of Whittier residents practice a scenario for their Emergency Trauma Technician certification. Photo courtesy Dave Goldstein.



John Devens used to train horses and riders, and judge hors Cierra Reynolds, left, and daughter Janis Reynolds, right. PH



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# time Fun

photos of their summer activities!



se shows. Here, he rides his son's horses with granddaughter  
oto courtesy John Devens.



Left: Tamara Byrnes rests atop Midnight Dome, above Dawson City, Yukon, with husband, Steve Pyle, and Roscoe. Tamara is retiring this year and will be leaving Valdez, and the council's office there, for Florida. Photo courtesy Tamara Byrnes.



Above: Council staffer Susan Sommer explores old mining trails near her cabin in Tahnetta Pass. Photo by Matt Sommer.



Below: Bob and JoAnn Benda, committee volunteers, have fun in the sun in Las Vegas, Nevada. Photo courtesy Bob Benda.



ove, from left to right, and below: Critters spotted this summer include a grizzly, baby chick-billed magpie, gull, cow moose, and a black bear. Photos courtesy Matt Sommer, othy M. Moore, Stan Jones, Linda Robinson, and Tom Kuckertz.



ft: Mary Honberger and her friends behind her new Siberian sky Timber at e of many dog ows she attends h year. Timber's jstered name TouchMeNot's ll o' the Woods. was awarded cial champion tus this year the American nnel Club. to courtesy Mary onberger.

Below: The Jones family takes a break during a hike on a Cook Inlet beach at Anchorage's Kincaid Park. From left to right are Sydnie, Gypsy the dalmatian, council staffer Stan, and Susan. Photo courtesy Stan Jones.



Above: The BP/Alyeska 30-Year Community Celebration in Valdez was fun for the whole family. Here, council staffer Jacquelyn Olson, in the "blue suit," shows her community spirit by trying to take down her husband, Patrick, during the sumo wrestling contest. Photo courtesy Jacquelyn Olson.

Alyeska Viewpoint

# Accomplishments of past are guide to the future

As we celebrate the accomplishments of the last 30 years of operating the Trans-Alaska Pipeline System and the Valdez Marine Terminal, as well as forming and operating the Ship Escort Response Vessel System, we look back with pride. We are proud of the progress we have made but at the same time we look forward and start planning for the future.

As Valdez vice president, I will be working to start formulating a plan for the next 30 years at the terminal and our operations in Prince William Sound. As an organization, we accept our accountability for leading this effort into the future. As we begin to define our vision for the future, I would like to talk with you about three things: who we are, what we do, and how we do it.

**Who we are:** Most recently we have expanded the Valdez Team to have three branches of operational leadership. Tom Stokes has accepted the newly formed Valdez operations senior advisor position to focus on Valdez Marine Terminal system life cycle evaluations and Valdez operations strategic planning. Kathy Zinn has moved into the terminal manager role, while Mike Meadors continues as general manager of the Ship Escort Vessel Response System, or SERVS. He is accountable for implementing the SERVS prevention and response plans as outlined in our response action contracts with the tanker operators and the approved contingency plans for the tankers and the terminal.

To support these operations, the team has two project managers for major project implementation: Curtis Nuttall, ballast water project manager, and Kent Peterson, Valdez projects manager.

Sharon Marchant, who serves as my Valdez liaison to the citizens' council, will be retiring at the end of 2007. In anticipation of her move, we are planning to restructure this position to afford even more direct liaison accountabilities and are recruiting for the position to allow for a good transition.

The Valdez operations team is also supported by our business analyst, Andrea Rhyner, and our executive assistant, Dorothy Lord-Matthew. We have over 550 employees and contractors focused on doing it right!

**What we do:** We are accountable professionals working safely and soundly to load the oil and move it safely outside Prince William Sound on its way to market.

A safe work environment is the highest priority and we continue to learn about ways to modify human behavior to accomplish our 'NOBODY gets hurt' approach. This makes great business sense because, if we work safely and correctly the first time, it follows that it will be accomplished in good business fashion with appropriate cost management.

To assure efficiencies and clarity in our roles, it was important to be clear about who had what accountabilities and to assure clear lines of communication. As we evolved in the last year, we worked hard to assure our team clearly understands roles and accountabilities.

Our job to load the tankers and prevent spills on their journey to the Gulf of Alaska calls into play a complex management structure between the pipeline owners and the tanker operating companies responsible for the transport.

Controlling a spill and minimizing any environmental impact in the event of a spill can be an unpredictable and even daunting challenge. For both the terminal and the Sound, factors such as tidal patterns, water currents, winds, and waves are difficult to predict. Alyeska understands this predicament and prioritizes the testing of response equipment in safe conditions and during drills. It is not possible to respond in all conditions, and we want to ensure we have addressed as many variations as possible in a safe working environment.

Despite our best prevention methods and practices, we cannot eliminate the risks altogether, whether it be a spill or an incident at the terminal. That is why Alyeska spends so much time considering various risks and managing our integrated systems from corrosion management to fire response for safe, well-managed operations every day.

**How we do it:** We conduct work in a safe and open work environment where we seek to understand different perspectives.

Seeking to understand differing perspectives is a fundamental element of an open work environment, whether that perspective is created by culture, age or public view. Being open to differing views brings new ideas, new understanding, and clarity to our work. Whether it is about listening to a worker relating a safety concern or listening to the public relating a risk concern, it is our duty and our need to listen and understand that perspective. And when we do listen, it helps us to do our job better.

We have worked hard on achieving more successful communications, using Fierce Conversations as our guidebook. These conversations allow us to have more transparent operations and to foster a work and public environment that understands our role.

We look forward to continued improvements as we change and continue to operate for the next 30 years.

• Greg Jones is Alyeska Pipeline's Valdez vice president.



Greg Jones

## New boss moves in at tanker terminal

It would be fair to say that Kathy Zinn's career got off to an explosive start. One of her jobs before coming to work for Alyeska Pipeline was helping making sure that, when an automotive airbag detonates to save a life, emissions from the explosion don't create a hazard of their own.

That was in Florida, after she graduated cum laude in 1992 from the Florida Institute of Technology with a bachelor of science degree in marine biology.

"I even got to watch the crash test dummies," she recalls. "That was cool."

Today, her job has nothing to do with cars or crash test dummies, but minimizing hazards is still a big part of it. On Sept. 1, she became director of Alyeska Pipeline's Valdez Marine Terminal, where several hundred thousand barrels of North Slope crude arrive every day for loading onto oil tankers.

Her job entails overseeing operations and maintenance of the terminal, as well as its modernization. One modernization project there has been of special interest to the council: upgrades to the Ballast Water Treatment Facility that should dramatically reduce hydrocarbon vapor emissions.

Zinn was born in a little town near St. Louis and lived there till she started college in Florida. Her move to Alaska came in 2000, when a contractor sent her up to run the laboratory at the Valdez terminal. The lab was in charge of quality control for incoming oil, and for most water-quality testing at the ballast water facility.

In March 2006, she became executive director and then chief of staff for Kevin Hostler, Alyeska's president and chief executive officer.

When Zinn's not working, she likes bicycling and has just taken up rock climbing, though only at the gym so far. Her companions in life are Kit and Nyla, two pound hounds she adopted from the animal shelter in Valdez on her earlier tour there.

She replaces Tom Stokes in the top job at the terminal. He's becoming senior advisor to Greg Jones, Alyeska's vice president for Valdez operations. In his new job, Stokes will work on — among other things — long-range planning for the terminal and for the Ship Escort/Response Vessel System.

"It was time for Tom and me both to move forward in our careers," Zinn said. "It's a good move for both of us."



Kathy Zinn

## C-PLANS: Better, but info still lacking

Continued from Page 1

Some examples:

- The state did not support developing new strategies for sensitive areas in Prince William Sound, even though other areas of Alaska have far more of these important planning efforts in place.

- In their worst-case scenario, the tanker companies show no oil leaving Prince William Sound. Hundreds of miles of shoreline outside the Sound were oiled by the 1989 Exxon Valdez spill.

- The shippers don't show how they would pick up oil in darkness, leaving it unclear how they could hope to meet

a state standard for recovering 300,000 barrels in 72 hours during winter.

This is the second attempt by the tanker companies to get new contingency plans approved before the old ones expire. On their first attempt, the companies used a closed development process from which the council was excluded.

After the state summarily rejected that first version of the new plans, the companies tried again, this time forming a work group in which the council participated. That led to the versions of the plans now under scrutiny by the council and the state.

"These are better," Devens said. "But they're still not good enough."

## TUG: Will be stationed in Cook Inlet

Continued from Page 1

a year earlier. No spill or damage to the vessel resulted.

Mike Munger, executive director of the Cook Inlet Regional Citizens' Advisory Council, hailed this summer's decision by Tesoro. "They should be commended for implementing this navigational safeguard that is above and beyond regulatory compliance," he said.

John Devens, executive director of the Prince William Sound council, said the move was late in coming

but very welcome. "The tractor tugs in Prince William Sound have made the system there one of the safest on earth," Devens said. "It's gratifying to see some of the same protection extended to Alaska's only other crude oil port."

After the second incident, in early 2007, Tesoro stationed the Voyager, a less capable tug, at Nikiski. It will remain on duty until the Vigilant arrives in November, the company said. The 100-foot vessel is receiving special modifications to equip it for winter ice conditions in Cook Inlet.

# Tatitlek Cultural Heritage Week



Each year, Tatitlek Cultural Heritage Week takes place at the start of summer, featuring feasts of Native foods and the teaching of traditional skills, songs, and dances. This year was the festival's 13th.

Council staffer Tamara Byrnes attended to teach the making of fish prints, while board president Patience Andersen Faulkner taught a class on making amulet bags.

Tatitlek is an Alutiiq village of about 120 people. It is about 20 miles southwest of Valdez.



**Left:** Betty McIntosh made and donated this quilt for cultural heritage week. She also taught a class in making kuspuks, or women's parkas. **Center:** Alyeska Pipeline's Sharon Marchant taught a class in making these dream-catchers. **Bottom:** This "Grumman Goose" mask was made by Jim Miller.



**Top:** Sergei Wegner made this amulet bag in a class taught by Patience Andersen Faulkner. **Bottom:** Jessica Watson concentrates on her work during a scrimshaw class.

**Top:** Tatitlek's waterfront is dominated by the community's picturesque Russian Orthodox Church. **Center:** These salmon strips were prepared in a class taught by Diane Selanoff and her son Charles. **Bottom:** Boy (left) and Simon (right) keep a watchful eye on visitors to the community.



Photos by Tamara Byrnes, except for center shot of dream-catchers. It was taken by Tom Kuckertz.

**Community Corner**

**Science committee vet calls it quits**

Citizens are making a difference. And one who has made a big difference in the council's work is AJ Paul, who joined the Scientific Advisory Committee in 1990. AJ recently resigned from the committee after serving on it for 17 years. I am using this column to thank AJ for his commitment to the council and to tell you a little about him.

AJ's specialties are biological oceanography and physiology and bioenergetics of fish and invertebrate species. He graduated with a Ph.D. from Hokkaido University in 1987 and is often referred to as the father of the council's Long-Term Environmental Monitoring Program. He worked with the Institute of Marine Science, School of Fisheries and Oceans Sciences, in Seward and in Fairbanks.

Before retiring from the University of Alaska Fairbanks, AJ and his wife, Judy (who currently sports purple stripes in her hair), made lists of what they wanted for a retirement location. AJ got onto the computer and found property in Junction, Texas, that suited their desires and purchased land from the historic YO Ranch. The YO used to be exclusively a Longhorn cattle ranch but now raises exotic animals as well, some of which can be hunted on the ranch.

AJ built a rock home and a guest house, and recently completed a studio for his wife, who is a painter and jewelry artist. They spend summers in Fairbanks with their two grandsons, and winters on the ranch.

AJ, or "buff dude," as Judy likes to call him since he's been weightlifting, spends time organizing parties on the ranch, and shopping at Value Village for Hawaiian and cowboy shirts (no polyester, thank you.) His current ranch projects include habitat rehabilitation, and landscaping. Judy, an artist, is currently doing metalwork. She recently showed Lisa Ka'aihue and me a copper vessel and a silver one, and beautiful silver jewelry she had made, including crafting the chains on the necklaces.

AJ always felt that the council's mission was very important and he enjoyed volunteering for the Scientific Advisory Committee. He was known for keeping discussions on task and focused. When AJ stated, "If I were the emperor..." everyone knew he was going to provide a clear path forward on some scientific question or process.

AJ will be greatly missed. Volunteers like him are what make PWS-RCAC effective—they are willing to share their expertise and personalities to fulfill the council's mission.

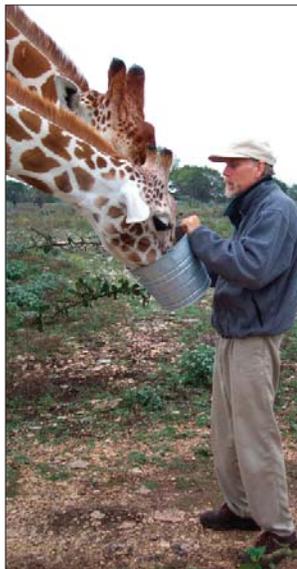


Linda Robinson

AJ Paul had served on the Scientific Advisory Committee 17 years when he retired this summer. As a true scientist, he often sported a stylish pocket protector when he visiting the council offices for committee meetings.



AJ feeds the giraffes on the YO Ranch, where he and his wife, Judy, spend their winters now that they've retired. The YO raises cattle as well as exotic animals like these giraffes.



**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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