

**Aleutian Island Risk Assessment Advisory Panel Meeting Summary**  
**Aleutian WWII Visitor Center**  
**September 1, 2009**  
**10:00 AM- 5:00 PM**

**Advisory Panel Member Attendance**

Tom Gemmell (Alternate-Fisheries); Shirley Marquardt (Primary-Local Government); Mike Baker (Alternate-Mariner, Oil Barge/Tankers); Mike McGlothlin (Alternate-Mariner, Containership); Marc Smith (Primary-Mariner, Trampers); Simon Lisiecki (Primary-Mariner, Innocent Passage) Ed Page (Primary-Marine, General); Reid Brewer (Primary-Subsistence User); Bob Umbdenstock (Primary-Marine Salvor); Rick Wilson (Alternate-Marine Salvor); Bruce Wright (Primary-NGO, Local); Jeff Williams (Primary-Resource Manager);

**Management Team Attendance**

Gary Folley (ADEC); Commander James Robertson (USCG): Lt. Commander Robert Fields (USCG); Krystyna Wolniakowski (NFWF); Jay Wright (NFWF)

**Risk Analysis Team Attendance**

Laura Tesch (ERM); David Pertuz (DNV); Daniel Yamashiro (ERM)

**Facilitation Team Attendance**

Tim Robertson; Amy Gilson; Leslie Pearson (Nuka Research & Planning Group)

**Public Attendance**

Capt. Jack Kenyon (USCG); Chris Hladick (City of Unalaska); Jamie Sunderland (City of Unalaska & LEPC); Alvin Osterback (City of Unalaska-Port); Peggy Osterback (Aleut Marine Mammal Commission); Eric Graham (Unisea); John Adams (Magone Marine); Frank Kely (City of Unalaska); Susan Lutz (City of Akutan); Anne Hillman (KUCB); Gregg Bishop (Unisea); Kenny Snyder (Magone Marine); Rebecca Sheffield (ADEC); Tom Enlow (Unisea); Robin Waldren (Qawalangin Tribe of Unalaska); Pete Garay (Alaska Marine Pilot); Carter Whalen (Alaska Marine Pilot); Wendy Hawthorne-Svarny (Ounalashka Corporation); Denise Rankin (Qawalangin Tribe of Unalaska)

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**Purpose:** The goal of this session is to introduce the Aleutian Island Risk Assessment project to the Unalaska public and educate the project team on aspects of the marine transportation and risks from the many subject matter experts living and working in the eastern Aleutian Islands. Pertinent perspectives concerning issues, infrastructure, capabilities, weather, waterways, natural resources, risks, and vulnerabilities will be discussed with invited speakers. Input from the general public is also sought and welcomed.

**Overview of Aleutian Island Risk Assessment Project- Leslie Pearson, Facilitation Team**

This presentation is posted under meeting documents for September 1<sup>st</sup>:

<http://www.aleutiansriskassessment.com/aira090901-03mtg.htm>

## **Panel-Salvage Capabilities and Challenges in the Aleutians**

### **Bob Umbdenstock, Advisory Panel- Primary Marine Salvor Member**

Bob presented an overview of two significant and recent incidents that occurred in the Aleutians-the oil recovery operation from the M/V Selendang Ayu, and the emergency towing and salvage operation on the M/V Cougar Ace.

See Salvage Presentation: Bob Umbdenstock's Selendang Ayu & Cougar Ace PowerPoint Presentation at- <http://www.aleutiansriskassessment.com/aira090901-03mtg.htm>

### **Questions and Discussion**

Bruce Wright- Sometimes the decision is to take the ship out to water and sink it, is that still an option?

Bob Umbdenstock- Often the tanks on vessels are pretty large and each one might to be large enough to keep a ship a float. Sinking a vessel is not a desired option, it's a desperate options. The Prestige is a good example when a ship sinks offshore.

Anne Hillman- What about smaller ships?

Bob Umbdenstock- It's different if you get the oil off the vessel, but there are some very tough standards to sink a ship.

Simon Lisiecki- the other problem is identifying a Port of Refuge for a disabled ship.

Bob Umbdenstock- My first experience with trying to identify a Port of Refuge was off San Francisco Bay in the 70's. The ship did break in half and we towed the bow section around for 2-weeks. We worked closely with the Coast Guard to develop plans for pollution protection. We identified a foreign flagged tow vessel, a vessel of opportunity to tow the vessel.

The Cougar Ace was far enough offshore but the vessel was drifting towards shore and the Unified Command was being pushed to identify a protected location, which would allow salvors to work on it. A good thing about the Incident Command system now is that it brings all parties to the table to discuss the issue, resulting in a decision being made in a consensus manner.

Rick Wilson- quite often we've taken a vessel, clean them up and sink them in deep water offshore.

Bruce Wright- The guy down in the hole without a respirator on, I'm not seeing them treat it like HAZMAT?

Bob Umbdenstock- Your absolutely correct. There's always confined space issues and hazards. The pressure is on government agencies, environmental stewards and the salvage companies. The salvors want to help and you tend to find them going "John Wayne" on you. They want to get the job done quickly and safely. Salvage is a very important part of pollution protection.

## **John Adams, Superintendent for Magone Marine Service: Salvage Challenges**

My discussion and presentation focuses on fishing vessel salvage incidents in the Aleutians. We take safety seriously. The toughest challenge in the Aleutians is weather, location, logistics and partnership- anything that can go wrong will go wrong. There's a great deal of risk and we conduct risk mitigation on sight. One of the other challenges is the environment factor, such as biological resources.

The number one priority is life, second is pollution control and removing the fuel, third is wreck control or removal. After a vessel grounding there's always a probability the vessel will spill or lose the fuel. One of the first priorities is to prevent an oil spill by removing the remaining fuel off the vessel. Every time we do an operation it's an experiment. Each job is a little different so you grab folks that have the experience. Logistics is a nightmare- we're in the middle of the Aleutians. In Unalaska we have 27-hour transit to the Pribilof Islands.

Salvaging a vessel does cost money. One of the other challenges and its safety related is obtaining permits. Every part of this process is money. The insurance companies pay for response and salvage operation, including the disposal of waste, steel and oil.

Having pre-staged equipment in the region is about all you can do.

### **Lunch Break**

#### **Panel- Local Risk Mitigation Measures-Severe Weather Guidelines**

#### **Mayor Shirley Marquardt, Advisory Panel-Primary Local Government Member: Aleutian Islands Emergency Towing System**

See Local Risk Mitigation Measures Presentation: Emergency Towing System PowerPoint at- <http://www.aleutiansriskassessment.com/aira090901-03mtg.htm>

The ETS procedures manual came to be via local events like the MV Swallow, Kuroshima grounding in Summers Bay, the Selendang Ayu drifting and subsequent grounding and then the Salico Frigo near grounding a year following the Selendang Ayu. The Salico Frigo lost power and was drifting towards Hog Island. The winds were strong and line gun/equipment inadequate under the conditions. The master of the ship recognized their fuel filters were plugged. The filters were replaced and they managed to start the vessel's engine just prior to grounding. Following the Salico Frigo, I organized a teleconference to work on a solution. It took about 3-months to gather the information for an emergency towing system package. We worked with the marine pilots and tugboat operators to put together a package that would work in our local waters.

The system needed to be set up for quick deployment via boat or helicopter. A new launch gun was purchased. The system is stored in a tote with a cargo net and is stored ready for deployment. The first exercised involved the Baltic Prosperity. Improvements were to the system made during the second exercise. The system worked very well.

Horizon lines donated a cargo ship for the second exercise, which are one of the larger vessels that calls our Port. Modifications were made to the procedures manual after that exercise. This year we were hoping to get a processor vessel but unfortunately that won't occur but we will use a freighter for this weeks exercise. Training is key. We've got a new crew on the tugboats, new coast guard representative.

## **Questions and Discussion**

Mike Baker- Where did the funding come from for the ETS?

Shirley Marquardt- The Department of Environmental Conservation provided a significant amount of funds to this project.

Bob Umbdenstock- Did you have another model or port, or did you build it from the ground up?

Shirley Marquardt- we built it from the ground up?

Bob Umbdenstock- Have other states or groups expressed an interest in the project?

Shirley Marquardt- I've heard of others expressing an interest. I've heard the Coast Guard on the east coast has expressed and also the Coast Guard in Puget Sound.

Bruce Wright-would the system of held the Selendang Ayu?

Shirley Marquardt- the larger system with the smaller one may have held the vessel.

Simon Lisiecki- it's not exactly lot of money to invest in a system.

Shirley Marquardt- you're looking at 100 million dollars in cleanup as opposed to 32K for a system.

Ed Page- how do you see that fitting in with the IMO requirement for towing systems? They should have a system onboard. Has the City or Coast Guard looked at that?

Shirley Marquardt-We discussed whether systems can be required on vessels but it's regulatory very complex.

Ed Page- you can accelerate implementation of IMO requirements by developing these types of systems and procedures.

Marc Smith- the international solutions may not necessarily apply to local situations. Most vessels transiting the Great Circle route have their towing systems below deck and not readily available.

Mike Baker- it's important to note that during the Selendang Ayu, aircraft weren't able to fly. To have ETS systems on site you've got more options available. You can't rely upon the availability of aircraft to fly these systems in

### **Jamie Sunderland, City of Unalaska- Director of Public Safety/Local Emergency Planning**

In public safety not only do we have police but fire and emergency medical, which is the bulk of our volunteers. Public safety department also includes managing the jail, communication division, animal control and motor vehicle. We also have some less glamorous facilities such as the morgue, which unfortunately is used frequently.

When you think about local response from public safety, these are more of the folks that work as a conduit for information. We have a 24-hr crew with communication and we can get in touch with other agencies, depending on the circumstance. We also deal with displaced victims, for example when a cruise ran aground a couple years ago, the vessel came into town—public safety worked with different entities in town such as faith based groups to try and place these people thru the community. Our emergency response

capability is to evaluate, secure and keep people out of the area, then call in the appropriate agency or entity to continue to work the issue. This community isn't large enough to support a Level-A hazardous material response team.

Local emergency planning committees or (LEPCs) were developed under the Community Right-to-Know Act of SARA Title III, which includes the State Emergency Response Commission and I sit on the local government seat on that Commission. Working in concert are local districts and this district is called the Aleutian-Pribilof Island local emergency-planning district, which includes the communities of Unalaska, Atka, Nikolski, Adak, Attu, St. George, and St. Paul. Many of those places you can't get there from here. It's a volunteer organization. LEPC funding is very small and a typical annual grant is 10-15K per year. Most LEPC's are all hazards based, prepared and aware. We have general plans. Our LEPC meets quarterly and have put together our community's emergency response plan, as well as, brochures that explain emergency response procedures. Training and exercises is key to maintaining our preparedness as a community.

### **Questions and Discussion**

Marc Smith- can you give me an idea on the number of fire, EMT volunteers you have?

Jamie Sunderland- Public safety has 30 paid personnel and we have approximately 40 volunteers (EMT, Firefighters).

Marc Smith- does the City have any on-water resources?

Jamie Sunderland- the city has a 34-ft rigid, inflatable vessel at the Port and it was used last week for a medical emergency. That vessel was acquired through Homeland Security funds. We do work with the Port department to coordinate water-based responses. The vessel has a small fire monitor too. To give you an idea of responses we had 7 ambulance calls yesterday that required medical responses, which is a lot.

Tim Robertson- How about marine firefighting capability within the LEPC?

Jamie Sunderland- marine firefighting capabilities outside of Unalaska really don't exist. The only assistance would be to evacuate the crew. Marine firefighting is something we'd hope to get better on.

### **Pete Garay & Carter Whalen, Alaska Marine Pilots- Severe Weather Guidelines**

The Alaska Marine Pilots (AMP) is a 10-member group, with the mission to protect life, property and the marine environment or to mitigate risk. Our region extends from west of Kodiak, Alaska Peninsula, Aleutians, Chukchi and Beaufort Sea. AMP members have a variety of mariner backgrounds. Our region has primarily had the fishing industry as it's economic engine but that's changing. There's a number of other traffic out here but that's changing. We're very unconventional and don't have a district, like San Francisco or LA. You might think that weather is the biggest challenge but weather is predictable. One the primarily challenges is working in a region with little to know infrastructure- Dutch Harbor is the epicenter or cosmopolis of the region. Leave Dutch Harbor and you have no infrastructure. AMP has implemented certain measures to deal with—port parameters, severe weather guidelines and the emergency towing system. Port parameters needs to be linked with infrastructure. What we do in DH where we have

tools is different than what we do in Kiska. AMP sets different parameters for DH than for those ports further away and they may be much more conservative. We work in a region that really hasn't caught up with shipping with 1000-ft container ships. We've evolved with the situations. The port still has a lot of catching up to do. The Port parameter document is reviewed and updated every year and shared with the shipping agent.

Secondly, are our severe weather guidelines. The guidelines are for all of Western Alaska. The guidelines were implemented in 1995 for the Pribilof Islands. Back then the waters weren't pilotage waters and we were tasked to come up with parameters to improve the situation, it wasn't uncommon to have 15-20 trampers seeking shelter. They worked and we brought them to Dutch Harbor. The parameters were built with input from the Coast Guard and industry. Gradually the parameters grew and we imported them here to Unalaska. The parameters for Dutch Harbor were codified or approved by the City Council. Those parameters included anchoring guidelines, winter ground tackle standards, seasonal restriction of anchorages, and anchoring guidelines. That document is a living document and there's some threshold limits we believe need to be re-evaluated. This document brings people together annually to discuss ways to mitigate risk and make the harbor grow and safely manage traffic. Our safety net is pretty good. We do miss things like the transient traffic that comes through the region. We're aware of the issues and constantly make recommendations to mitigate risk.

Gary Folley- In terms of authority for extreme weather or anchorage guidelines, who has the final, say to sail the ship? Does it come under the Capt of the Port authority?

Pete Garay- if an agent doesn't want to take our advice, 90% of the time we deal with the issue but the COTP ultimately has the authority.

Frank Kelty- If a trumper came into Unmak Island and your not onboard, do have to get clearance from the Coast Guard to anchor up, or get advise from you prior to moving?

Carter Whalen- Yes, we do have the authority to advise.

Tom Gemmell- do you have force majeure authority?

Pete Garay- Yes, it's not an issue. It's not us to give permission but the Coast Guard will contact us. We're just advisors.

Bruce Wright- can you describe your standard operating procedure for what you do and how you do it?

Carter Whalen-Our region begins this side of Kodiak Island. We service the AK peninsula, Aleutians, Bristol Bay, Chukchi and Beaufort Sea. Most of the vessels are refrigerator vessels, eco-cruise ships, and ore ships. The infrastructure doesn't have adequate docks and we don't have pilot boats in the outer regions. We often employ the service of local fishing boats that we feel are safe. It's up to the Pilots discretion as to whether it's safe. We don't have tugboats at most of the other out ports.

Ed Page- One scenario you described, whether it's a force majeure or heavy storms, when a pilot can't get onboard, is it worth attempting to do a virtual pilot? What's your thought is it even viable?

Carter Whalen- The ETS has its place and only covers a very small area. Our role of virtually trying to pilot is advisory and communication.

Pete Garay- it becomes more doable with the AIS. We did provide communication and advise during the Selendang Ayu event. We help by facilitating communication.

Laura Tesch- Are the Severe weather guidelines publicly available?

Pete Garay- the guidelines are posted on the cities website.

## **Break**

### **Panel- Perspectives from the Fishing Industry & Shore-based Seafood Processors**

#### **Tom Gemmell, Advisory Panel-Alternate Fishing Industry (Deputy Director Marine Conservation Alliance)**

See Tom Gemmell's PowerPoint at-

<http://www.aleutiansriskassessment.com/aira090901-03mtg.htm>

I plan to provide a statewide overview of fisheries in Alaska. The Marine Conservation Alliance conducted a statewide study last year of fisheries to provide an economic picture. The key goal is sustainability. Alaska is a model to the U.S. and the rest of the world. Alaska has a lot of critical habitat. The Bering Sea has approximately 15-20 million metric tons of fish and the annual harvest on average is 2 million metric tons. On March 1 1977, the Magnuson Act was passed to control the fisheries and U.S. harvest—9<sup>th</sup> largest fishing; 62% volume comes from Alaska; 56% US seafood export; Alaska is in the lead with volume and a big player nationally and internationally. Fisheries are still the largest employer in Alaska. Ground fish is the big player in terms of volume and exceeds salmon harvest. In terms of jurisdiction, most of the valued fisheries in Alaska come out of federal water. The risk assessment should take into consideration Bristol Bay because of the vessel traffic. One of the successes in Alaska is called the community development quota program (1992), which has become a source of income for remote communities. Fisheries are an economic driver for the state -- 1.5 to 5.8 billion. Key is sustainability and taking care of the resource.

#### **Frank Kelty, City of Unalaska**

See Frank Kelty's PowerPoint at- <http://www.aleutiansriskassessment.com/aira090901-03mtg.htm>

We have no overfished stocks in the Bering Sea. They're in stable conditions and still at very good historical levels. The crab fisheries seem to be holding their own but have yet to come back to historic levels. Unalaska is the number one port in the nation. The at-sea fleet moves throughout the Aleutian Islands. Pollack is the major and most valuable fisheries, as well as, halibut and sablefish. Crab is not the largest in volume but the prices are high for the product. Catch share or rationalization programs have been a benefit to the communities and resource. The Pollack and crab fisheries have seen a tremendous benefit for prices and resource.

A lot of the fishing seasons usually take place in the middle of winter. There's been a shift the past 4-5 years of the resource moving to the north during Pollack B season. With climate change forecasts and future increase of resource development and vessel traffic in

the Arctic that traffic will be moving through the fishing ground. The harvest by region is- 37% Aleutian, over 50% harvest in general area (including Kodiak, Bristol Bay & AYK)

In 2008 the export and domestic number of cargo vessel calls were- export container ship in port 84; 50 domestic container ships; 100x 3 (300) moves foreign trampers; domestic trampers (one operator) at 52, and 245 Tug barge calls which has increased substantially in the region. Approximately 72 million gallons pumped at the local fuel docks, Port of Dutch Harbor pumps the most fuel in the state.

Involved during Selendang Ayu—communication and coordination with everyone involved during the event; expanded coverage for AIS, continued ETS drill; water & product monitoring for processors during a spill; spill response equipment inventory of vessels available to respond, support to CG mission in Aleutians and Arctic; continued lobbying effort for this mission.

When fleet reduction or rationalization was implemented for crab the vessel numbers went from 250 to 80 active vessels; result has been less vessels fishing and less gear in the water. Halibut sablefish is a great example of rationalization success—it was derby style fishing and an accident or death seemed to occur almost every day.

### **Questions and Discussion**

Marc Smith- Has anyone looked into the future and those projections?

Frank Kelty- my role at the City is taking into account the changes in the system and future projections. The North Pacific Council meets 5 times a year to review this data. We look basically 2-year ahead of the time based on the most recent fisheries surveys, which drive the projection estimates. Looking or projecting beyond 5-years is very difficult.

Dan Yamashiro- has there been any fishery closed due to a chemical or oil spill?

Frank Kelty- We came very close during the Selendang Ayu oil spill. The State of Alaska has a zero tolerance. There were surveys conducted looking for tar balls, and water sampling at the shore-based processor facilities. The only fishery that was closed was a small crab fishery in Makushin Bay.

Jim Robertson- was there any analysis done for the cost of sampling and monitoring during the Selendang Ayu?

Frank Kelty- there was some costs to the plants although we don't know what that cost was. There wasn't any loss to the value to the fisheries market place- nationally or internationally.

Jay Wright- would you say there's a causal relationship between the number of vessels and quota?

Frank Kelty- Interesting, there could be an increase in the number of vessels provided individuals with a quota decide to come back and fish their quota, rather than having their quota caught by another vessel.

**Eric Graham, Environmental Compliance & Quality Assurance Manager, Unisea**

See Eric Graham's (Unisea, Inc.) PowerPoint at-  
<http://www.aleutiansriskassessment.com/aira090901-03mtg.htm>

Unisea facility was founded in 1974 and in the late-70 became a Japanese-owned company. Pollock is our largest product processed. Unisea typically employees 800 people during A-season and that increases during B-season to 1200-1300 people. Unisea provides housing, transportation, clothing, food, medical and a retirement plant to all employees. Unisea processes 11% of the Pollock caught in Bering Sea. Pollock is processed into surimi and fillet blocks. Most of our market is Japan and Asian countries. Surimi is an imitation crabmeat, second is fillet block and most is cut up, for breaded and battered portions. McDonalds is one of our largest buyers.

Crab is also processed in the plant. Our biggest cash item is Pollock roe product with 60% caught during A-season. We do halibut, Pacific Ocean perch and Pacific Grey cod. Processing in the plant up to 1200 metric tons of Pollock per day/ 24hr per day. On an average day 4 million gallons of seawater is used per day and that can jump to 6 million gallons when processing crab. The on-site cold storage facilities can store over 3000 metric tons of product onsite but we are constantly shipping product. Our meal plant produces- fish, bone meal and up to 20,000 gallons of fish oil per day, which is blended with diesel and burned in our power plant. Unisea sells power to the city to augment their needs.

During the Selendang Ayu, in 2005, Unisea felt the affects of the spill. Concerns were primarily associated with time impact, market reputation and water quality—for our water we felt the communication was good between the agencies, with community meetings and daily updates reporting findings from beach walks, sample towing, explaining how the oil might behave. Unisea decided to use some freshwater from the city. There were over 60 inspections during 3-4 months to check for any indication of oil contamination both in the facility and vessels. Unisea posted around the facility our oil spill watch program—whom to contact, how to get a hold of them and if you see any oil this is what you should do. We placed booms around our saltwater intakes and incorporated a silt screen within the boomed area that draped down to the sea floor bottom with the goal of keeping any suspended oil in the water column

Unisea's sales department field calls from all over the world. They were flooded with calls of concern about any contaminated product. We had numerous meetings and discussions. Our production group, including sorters was looking for contamination. Had 1200 people wondering if they'd have a job for A-season. Some workers went to work on the oil spill and we had to fill those positions. Unisea does have some procedures in place now but there are still areas that need to be researched. Thought it would be helpful to have one of our onshore processors in the UC, more communication with processor community.

Marc Smith- was there any communication from the agencies to the processors, was this joint effort?

Eric Graham- all the processors put boom around their saltwater intakes. Unisea was the only facility that put out a silt screen curtain.

Gary Folley- we set up a fisheries workgroup to bring everyone together to brainstorm the procedures and process that would be used during the fishing season.

Bob Umbdenstock- did you build the silt screen on your own or did you purchase it?

Eric Graham- Unisea had this build specifically for this spill.

Simon Lisiecki- I'm struck by the value of the resource, purity of water and people calling. Has there been any talk about designating this as a critical maritime area?

Eric Graham- Not that I'm aware of because the fishing area is so large and broad.

Marc Smith- did you do a cost estimate for your effort?

Eric Graham- we didn't do a cost estimate.

Marc Smith- did you seek reimbursement for Uniseas costs?

Eric Graham- we just bore the costs.

Dan Yamashiro- was the perceived risk from the product or the processed water?

Eric Graham- primarily from the processed water. The product was caught outside of the spill area and brought to our facility for processing.

Bruce Wright- Was there ever a fate and effect study for this spill?

Gary Folley- we didn't know where the oil was going but the locals did tell us where it would go. We did do a hindcast model for the state's legal case and that is available.

### **Panel-Perspectives from Resource & Land Managers**

#### **Wendy Svarny-Hawthorne, Ounalashka Corporation**

The Aleutian Islands risk assessment-- any maritime transportation incident is going to affect lands in the wildlife refuge and or more generally privately owned lands by a native Corporation. The Alaska Native Claims Settlement Act of 1971 officially extinguished aboriginal claims on public land in Alaska, by law it spawned a new breed of business the Alaska Native Corporation. There were originally 12 regional corporations and now there are 13, within that there were 212 village corporations established for the villages. ANCSA conveyed 44 million acres of land to these businesses and paid nearly one billion dollars in cash payments to these businesses, as well. Was it a good settlement—no. We had claims on 376 million acres and instead we got 44 million. We pay taxes, a lot of taxes as a Native organization and maybe we shouldn't. The catch to the whole thing is that it's restricted stock. You can't sell it to raise capital to do your business by selling it as stock in your corporation. Most of the people that were recruited to run these baby corporations had no experience in the corporate world let a lone running business. Lawyers took a lot of money from people but the land was the important part. If you look at ANSCA and analyze the values at the time it kind of equals each eligible Alaska Native born before December 18, 1971, when the bill was past, investing approximately \$12,000 in ANSCA corporations. Would they have done it if they were given \$12,000 in cash—no. There were no business plans or knowledge or expertise to run them. It probably wouldn't have happened that way if they

had paid individuals. As a Native Village Corporation our view is that the land is all we have. The people who made that settlement sold the birthrights of future Alaska Natives and it's our responsibility to protect the land for future generations, and it's really our job to provide dividends to our shareholders. We fund cultural projects, we provide scholarships to our shareholders, donate money to non-profit organizations that benefit our shareholders. The Ounalashka Corporation was established in 1973 and we represent the community of Unalaska. The people of Unalaska are known as the Qawalangin Tribe, which roughly translated means, the "sons of the sea lion". So we have a very specific relationship to the sea as a native people. We have archeological settlements documented on the island at least 9,000 years old. Our corporation was established with 269 original shareholders and right now 415 and maybe a third of our shareholders live in Unalaska. The rest are everywhere in the world. Most of our shareholders are members of the Qawalangin Tribe of Unalaska but not all Qawalangin tribal members are shareholders of the Ounalashka Corporation. Our business is land leasing and development. We don't have any oil, timber or fishing rights so that's what we do. We're eligible to 115,000 acres that was contiguous to the core township of the village. We are a for-profit organization, we are not a tribal organization but we support the Qawalangin Tribes jurisdiction not only on local lands but also for the entire island of Unalaska for traditional use. We work closely with the tribe on environmental issues such as cleanup, advise on mitigation projects that might be taken and vigorous protection of our archeological sites—known and unknown because they're everywhere. As landowners we're concerned about marine transportation safety issue and of course contamination of OC land and traditional use lands by fuel by cargo by invasive species and damage to traditional use lands by the response or cleanup effort, and a lot of use of staff time focused on an issue that really doesn't have anything to do with our business goal. Issues related to the response and clean up, we're just glad that things are being looked at. Our first responder went out on his own risk, and there was only one and he's a local guy- god bless, Dan Magone. It was so dangerous and risky and, a gutsy move. Risk management needs to be in place like 10 years before it happens. I don't want the non-profit organization that's suppose to be respond come to me and ask that we put their workers on our workers compensation. I thought that was ridiculous and should have been taken care of by the government or the responsible party. We need to have vessels that are pre-certified and ready to go rather than trying to get vessels certified at the time of an incident. We had issues with land access for the cleanup. The procedures for land access permits should be stream lined. We had substandard documents provided that required us to incur a lot of legal expenses. The turn around of the documents was very slow. I believe we signed the last access document when the project was nearly closed. We have a lot of concerns on the health of subsistence resources from the sea and intertidal zones. The short season to collect these resources damages our people both economically and culturally. Protection of our archeological site is important and the unified command did a good job at reinforcing this but there were still reports of stuff walking away that should have gone to the tribe. Our land is our most precious asset, we have been here for thousands of years, subsistence resources are a way of life for us and we strongly believe prevention at incidents at sea will cost far less than cleaning up after them.

Bruce Wright- the cleanup workers that were hired, you were asked...

Wendy- we were originally asked by Alaska Chadux asked us if we would cover them with our workers compensation.

Laura Tesch- land based resources, tribal food sources...

Wendy- we have some pretty good storms that whip that oil into the uplands and impact our traditional use.

**Denise Rankin, President-Qawalangin Tribe of Unalaska**

See Perspective from Resource & Land Manager for Denise Rankin's Written Testimony-Qawalangin Tribe at- <http://www.aleutiansriskassessment.com/aira090901-03mtg.htm>

**Jeff Williams, Advisory Panel- Primary Land/Resource Manager Member (postponed until Sept 17 meeting)**

See September 17<sup>th</sup> Meeting Documents: Perspective from Resource & Land Manager – Jeff Williams' USFWS PowerPoint- <http://www.aleutiansriskassessment.com/aira090901-03mtg.htm>

**Adjourned at 4:45PM ADT**