

“The mission of the Council is to represent the citizens of Cook Inlet in promoting environmentally safe marine transportation and oil facility operations in Cook Inlet”

Perserverance: New and Improved

Cook Inlet RCAC was pleased to see the return of the spill response vessel *Perseverance* to duty for Cook Inlet Spill Prevention and Response Inc. (CISPRI) after being gone for nearly 9 months. The spill response cooperative purchased the *Seabulk Nevada* in June, 2008 and renamed it the *Perseverance*. Shortly thereafter, in early August, the vessel was sent to Lake Union Dry-dock in Seattle for repairs and inspection by the Coast Guard and American Bureau of Shipping.

“The required repairs were quite extensive, but additional work was done to ensure that the vessel would be ‘fit for service’ for many years to come,” commented Doug Lentsch, General Manager for CISPRI. “Our Members did not like to see the vessel gone for so long, but they remain committed to having a top-notch vessel available for spill response,” added Mr. Lentsch.



The newly refurbished *Perseverance* leaving Seattle. Photo courtesy of CISPRI

The main engines of the newly painted *Perseverance* were completely rebuilt and the shafts and propellers were inspected and repaired. Of the six main generators, three had their diesel engines rebuilt. Some major structural improvements to the vessel included replacing the steel in many areas including the hull, ballast tanks, potable water tanks, flume tank, bow thruster room, and the engine exhaust stacks. These improvements were completed to meet or exceed inspection requirements. Likewise, the piping within the internal tanks, engine room, bow thruster room, were also replaced to meet or exceed inspection requirements. The ballast tanks were coated to prevent corrosion and the keel coolers were repaired as well. To improve the navigation system, much of the electronics were replaced with new updated technology. The spill response capabilities of the *Perseverance* were also improved by increasing hydraulic power work stations on the aft deck to add options for deploying spill response equipment.

To comply with Alaska Department of Environmental Conservation regulations, several vessels with comparable capabilities, including the *M/V Champion* and the *SPT Vigilance*, took over response duties while the *Perseverance* was gone.

Ice Forecasting Network & GRIN at AMOP

The 2009 Arctic and Marine Oilspill Program and Technical Seminar (AMOP) held in Vancouver, British Columbia, June 9, 10, & 11 2009 afforded Cook Inlet RCAC an opportunity to present updates on two ongoing projects centered on prevention and response.. The AMOP Technical Seminar on Environmental Contamination and Response is an international forum on preventing, assessing, containing, and cleaning up spills of hazardous materials in every type of environment. It also deals with solutions for remediating and rehabilitating contaminated sites. This year, Vinnie Catalano, Cook Inlet RCAC Director of Operations, presented a poster of the Cook Inlet Ice forecasting Network, a follow up to the paper presented at last year's AMOP seminar.

The Poster presentation offered Cook Inlet RCAC the opportunity to answer questions

THE NETWORK
By utilizing existing Cook Inlet facility infrastructure, 3 North to South digital video camera network providing area wide coverage with the ability to track and monitor ice movement and movement of ice throughout the upper half of Cook Inlet.

COOK INLET ICE RISKS
Cook Inlet is one of the most dynamic bodies of water in the world. Challenges for safe navigation include extreme tides, swift currents, and severe winds. Combine these conditions with heavy ice, and winter navigation and marine operations in Cook Inlet can become quite treacherous. Some recent ice caused incidents are listed below:
 • **1998** - Affliction with a heavy ice floe cracked a substantial wing out of the TV Chinook. Trade winds heavy to report the TV Washed ashore, 175 feet further from its mooring, while it bucked away from the Ketchikan dock. It only after the vessel was pushed north, a half mile, to sea, the proper and how some out of the zone.
 • **2002** - The offshore supply vessel Marmora was pushed by ice onto the offshore platform **Platform Phase**, resulting in the sinking of the vessel.
 • One significant gap in information noted during these incidents was the need for real time information about Cook Inlet ice conditions - Critical information that would have allowed operators to make their decisions more readily through the ice and respond to the critical winds.

NETWORK USERS
 • **INDUSTRY** (Oil, Gas, Marine)
 • **NAVIGATION**
 • **ADVISORY**
 • **REGULATORY**
 • **RESEARCHERS**
 Due to security protocols, some cameras may not be accessible to all user groups.

CAMERAS
 • Utilize pan / tilt / zoom feature to locate and monitor ice pans, size, and thickness
 • Establish location of "hard edge"
 • Locate and track oil in ice in the winter and spill movement during summer months

RESULTS
The installation of a video ice observing network will create a safer, more efficient marine transportation route to Alaska's largest port and vastly improve winter navigation and marine operations in Cook Inlet.

NETWORK BENEFITS
 • **INDA** - produce a very accurate ice analysis and forecast with the real time video feed, enable more timely and low-cost observations
 • **USCG** - confirm conditions prior to issuance of local notices to mariners broadcast or additional winter guidelines
 • **MARINERS** - call transit during the winter months
 • **SPILL RESPONDERS** - locate and track oil in ice and spill movement during winter months
 • **RESEARCHERS** - study ice dynamics via the video archive.

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and present updated information about the project's progress from last year to this year. To illustrate the project's attributes and benefits a 3' by 4' color poster pointed out the extent of Ice Forecasting Network and camera locations. Other illustrations on the poster demonstrated how the network would serve the Cook Inlet maritime community, and oil spill responders. The poster was allowed to remain on display for viewing during coffee breaks between paper presentation sessions. Staff accompanied the poster during these times to answer questions and explain the project in detail to curious seminar attendees who expressed interest in the project and inquired about various aspects of the project's time line, access to the network, and the archived images.

Several members of the Prevention, Response, Operations and Safety (PROPS) Committee attended the seminar to gain an increased knowledge of recent advancements in prevention and response. The topics at AMOP ranged from Fingerprinting Analysis and Characterization of Hydrocarbons in sediments of the Pearl River Delta in China to Emergency Towing Systems for the Aleutian Islands, Alaska

“As always, the best solution is to keep oil from being spilled in the first place - Prevention is the Key,” stated Jerry Brookman, public member of PROPS. “But since spill prevention is not perfect, equipment and techniques need to be improved and kept available in suitable locations and adequate quantities to respond to spills when they do occur.”

In addition to the Ice Forecasting Network update, a Cook Inlet RCAC contractor gave a presentation on an updated version of the Geographic Resource Information Network (GRIN) project. This version of GRIN, like the original prototype, takes existing information from a number of sources, supplements that information as needed, and compiles both electronic and paper documents that allow the user to easily locate and view logisti-

cal information relevant to oil spill response in coastal Alaska. However, the new version uses an interactive GOOGLE™ map based system.

Information in the GRIN is organized by community, so that incident personnel assigned to a specific community (or a number of communities within a larger geographic region) are able to access a broad range of community specific information in one central location. Three major categories of information are presented – Community Profile, Liaison and Public Information, and Resources and Capabilities. GRIN uses the GOOGLE™ map format and pictures to provide responders with a visual reference to accompany textual information regarding the Resources and Capabilities category.

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Tesoro Welcomes the T/V Overseas Boston

Tesoro introduced its new line of tankers to Cook Inlet at a ceremony on June 30. The welcoming ceremony for the T/V Overseas Boston, the first of four tankers from OSG America, included the presentation of a gift to the captain and a tour of the vessel. Guests included Vice-President of Refining for Tesoro Alaska Company, Steve Hansen; Kenai Peninsula Borough Mayor, Dave Carey, and his staff; Cook Inlet RCAC Executive Mike Munger; and Cook Inlet RCAC Director of Operations, Vinnie Catalano.

The new vessels are built at Aker Philadelphia Shipyard and will replace Tesoro’s current four time charter tankers which include the Seabulk Pride and Arctic. The ships, approximately 600 feet in length, are 48,815 dead weight, double hull tankers with roughly 444,000 bbl capacities. The other tanker scheduled to arrive in Cook Inlet this year is the Overseas Niskiski. The Overseas Martinez and the Overseas Anacortes are slated for a 2010 arrival.



The bridge of the new tanker Overseas Boston. Photo courtesy of Tesoro

“Anytime new technology, such as these tankers, is introduced in Cook Inlet, we see this as a positive step toward navigational safety, commented Mike Munger, the executive director for Cook Inlet RCAC. “We appreciate the invitation to the welcoming ceremony and the tour of this vessel.”