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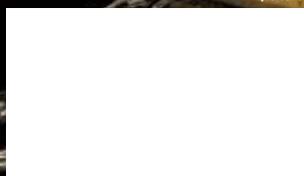
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Summer 2007

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Volume 4, Number 1

Summer 2007





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WATERKEEPER

Volume 4 Number 1, Summer 2007



WATERKEEPER® ALLIANCE

- 6 Letter from the President: Robert F. Kennedy, Jr.**
- 10 Who Is Waterkeeper Alliance?**
- 12 Splashback**
- 14 Ripples**
- 22 Fran Drescher, Cancer Schmancer**
- 24 Merle Haggard Goes Solar**
- 26 Oil & Water, Hazard & Cure**
 - 28 How to Beat Our Oil Addiction Before It Beats Us,
by Terry Tamminen
 - 30 Ecological Warfare
 - 32 Oil, Katrina and Rita
 - 33 Black Tide 1969
 - 34 Out of Control
 - 35 Lingerin' Harm: Oil's Toxic Legacy
 - 37 Big Oil in the Last Frontier
 - 40 Oil Spill Preparedness Yields to Homeland Security
 - 41 The North Cape
 - 43 Irresponsible Parties
 - 45 In the Heart of Brooklyn
 - 46 Refineries
 - 48 Oil & Stormwater
 - 48 Illegal Flow
 - 50 When it Rains, It Pours
 - 51 Separation of Oil and State, by Stephen Kretzmann
 - 55 The Way Forward
- 56 Silver Buckshot, by Daniel Emmett**
- 58 Waterkeeper Yearbook**
- 62 Waterkeeper's Wake: King's Court**
- 63 Farr on Film: Heat Wave**
- 64 On the Water with Joe Cook**
- 66 All Hands on Deck**



14



20



35



38



48



57

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Letter from the President

Robert F. Kennedy, Jr.

Energy, Oil and Independence

In September 2004 economist Amory Lovins and the Rocky Mountain Institute published a study for the Secretary of Defense and the Chief of Naval Research detailing how the United States can be completely off oil by 2040. The report, *Winning the Oil End Game: Innovations for Profits, Jobs and Security*, has withstood intense peer review and has been aggressively updated since.

Lovins' transition from oil occurs in two parts. First, America can save half the oil we use by redoubling efficiency. We've already doubled our efficiency since 1975, but we can double productivity again at an average cost of only \$12 per saved barrel.

We can replace the remaining half of oil demand with a combination of natural gas and advanced biofuels at an average cost of \$18 a barrel. Thus we can end our oil addiction completely by replacing our current \$60 per barrel oil with new supplies costing on average \$15 per barrel.

Lovins' report shows how, with a one-time investment of \$180 billion — less than half of what we've already shoveled down the mole hole in Iraq — we can retool the car, truck and aviation industries, improve efficiency in our buildings and industry, and wean ourselves entirely from our destructive and costly oil addiction. This transition would generate a million new jobs, three-quarters of them in rural and small town America and save the million jobs now at risk in the American auto-making industry.

We know from past experience that green investment is good for America's economy, not to mention our national security. Between 1977 and 1985, U.S. in-

vestments in conservation and alternative fuels, inspired by the 1976 oil crisis, raised automobile fuel economy from 18 miles per gallon to 27.5 miles per gallon. Oil use shrank 17 percent during those eight years and the economy grew 27 percent. We cut oil imports in half. Imports from the Persian Gulf fell by 87 percent. Had we stayed the course, we would not have had to import a single drop of Persian Gulf oil after 1986.

Then Ronald Reagan came in and ordered Jimmy Carter's solar panels torn off the White House roof. He rolled back automobile efficiency standards and killed incentives for wind and a \$130 million solar power research program. These and other Reagan favors to the oil barons and Detroit doubled our oil imports in 1987 and launched the runaway oil addiction that now has us acting like a crackhouse junkie rolling old ladies for drug money. Our jones for petrodugs has embroiled us in the Mesopotamian quagmire, helped make America a pariah among nations and damaged the cause of democracy across the globe.

The good news is that a revolution in technologies and materials has equipped us to run the same strategy that liberated us in the late 1970s, but this time we can get off oil altogether, and for good. Lovins shows how using off-the-shelf technologies, America can triple the efficiency of cars, trucks and planes, halve electricity demand and walk away more prosperous for our efforts.

And aggressive government action could advance our transition from oil dramatically, far faster than Lovins' most optimistic predictions. If, for example,

we made national investments in liquid hydrogen fuels, which have more than double the efficiency of hydrocarbons, America could be exporting energy from the Great Plains — the "Saudi Arabia of wind." The Dakotas alone have sufficient wind to make all the hydrogen necessary to run every highway vehicle in America, at nearly triple the efficiency of gasoline.

Since we are on a war footing, government ought to do everything in its power to accelerate adoption of existing energy technologies and development of new ones. Government can achieve this best not by command and control schemes but by opening up congested market arteries to stimulate the atmosphere of innovation.

The fossil fuel industry pretends that their product dominates the energy sector because efficiency and low price give it an advantage in the free market. This is a myth. Their dominance is the result of corporate welfare and crony capitalism. Their greedy and malevolent attacks on our national interests have included an illegal conspiracy to destroy clean public transportation in America.

Between 1920 and 1955, the oil companies systematically purchased and destroyed electric rail street car systems in 45 U.S. cities, including New York, Philadelphia, St. Louis and Los Angeles, with the methodical purpose of eliminating clean mass transit and forcing the public authorities to purchase their products. They tore up the rail lines or buried them beneath asphalt tarmac from their refineries. In a gratuitous demonstration of ruthlessness and resolve, they burned Los Angeles' famous red cars — an other-

wise forgotten scandal dramatized in the cartoon movie *Who Killed Roger Rabbit*. In each city they replaced streetcars with filthy diesel buses, which were far more expensive to operate. They were convicted of anti-trust conspiracy by President Harry Truman's Justice Department but were allowed to walk after paying a one dollar fine. The crime was done. In the 1990s the Justice Department didn't even bother to prosecute when Big Oil conspired with automobile manufacturers to kill the electric car. The stunning documentary *Who Killed the Electric Car* shows how the conspirators destroyed GM's popular fully electric Saturn — which, mandated by California law, had shocked Detroit and its oil patch cronies with its runaway popularity. Worried that other states would follow California's example, GM forcibly recalled and crushed every electric Saturn. Chevron purchased the patents on GM's brilliant nickel battery system to make sure that the idea would stay dead.

Big Oil protects its monopoly by sharing its profits with politicians. According to the Center for Responsible Politics, oil and gas companies contributed more than \$186 million to U.S. political candidates between 1996 and 2006. These contributions helped the industry win vast influence in Washington, D.C., including the current White House, which slid into power on a slick of oil industry cash. The President, Vice President and most of their top advisers came from the oil industry and its supporters. Condoleezza Rice has a Chevron tanker named for her. Andrew Card, a General Motors lobbyist, made his bones by repeatedly derailing CAFE fuel efficiency standards. The President's chief environmental adviser, Philip Cooney, was formerly chief lobbyist for the American Petroleum Institute.

This government has done everything in its power to impede efforts to free us from oil addiction. On his first day in office, President Bush signed into law a \$100,000 tax deduction for Hummers and other SUVs that weigh over 6,000 pounds. (The tax credit for hybrid buyers is measly by comparison.) Dick Cheney dismissed energy conservation in April 2001 as a mere "personal virtue," while Congress made it illegal for EPA to even study improving auto efficiency standards, loaded up energy companies with

billions in tax breaks and dismantled environmental laws. A federal court only recently declared illegal Bush's refusal to improve efficiency standards already mandated under the 1992 Energy Policy Act. When asked if President Bush would encourage Americans to reduce our profligate gasoline use in May 2001, his spokesman, Ari Fleischer said, "That's a big no. The President believes that it's an American way of life... The American way of life is a blessed one."

The oil barons get returns of roughly 1,000 to 1 on their political and lobbying investments. This includes direct federal subsidies of \$16 billion annually to Big Oil. This public largesse takes the form of everything from research and development support and loan guarantees to accelerated capital depreciation schedules in the tax code, waiver of royalty payments, the absurd oil depletion allowance and other direct subsidies and tax breaks given to the oil industry. It seems doubly absurd to give such subsidies to an industry that reported record earnings of over \$137 billion in profit in 2006. *The Wall Street Journal* recently reported that Big Oil is so awash in profits that it is having difficulty finding ways to spend all its money.

In reality, true subsidies to the industry are much higher. The Institute for Transportation Studies at the University of California at Davis estimates the minimum costs of damages to crops and forests, water quality and buildings and monuments from petroleum use at \$24.3 billion each year. Health care costs caused by petroleum use are roughly \$67.3 billion annually. U.S. taxpayers spend between \$55 billion and \$100 billion annually to defend our oil supply around the world. This does not include over \$100 billion of Pentagon expenditures in Iraq since that war began — an expense that should also appear on Big Oil's tally sheet.

It also does not include taxpayer losses associated with global warming, lost productivity of workers, early deaths of loved ones and destruction of national monuments like the Statue of Liberty. Nor does it account for the costs we incur from funding terrorists in the Mideast, or drug cartels in Colombia and the enormous damage to our national prestige, political integrity and moral authority when we befriend tyrants who rig elections, torture their opponents and stifle democracy

As Amory Lovins recently told me, "We customers have more market power than the oil supply cartel. We are the Saudi Arabia of 'negabarrels,' and we can save oil faster and cheaper than they can conveniently sell their oil."

from Kazakhstan to Nigeria to Saudi Arabia. Add to these costs the destruction of our oceans and beaches, the obliteration of indigenous cultures and the erosion of our humanity, which are all part of the price we pay for oil.

The true costs of our oil dependence, according to author and former California EPA Director Terry Tamminen, run from \$135 billion to \$1 trillion annually — or \$2,700 for every U.S. citizen. These subsidies allow oil companies to artificially lower the price of gasoline. Americans are still paying the true cost of that gas, but not at the pump, where they can control their costs. We are paying it in federal taxes. If we were paying the true costs at the pump we would be paying around \$7 to \$9 a gallon, which would force the industry to pay the fair cost of its product. Then, American consumers would be screaming at Detroit to produce cars that get 40 miles per gallon. Subsidies distort the marketplace and send the wrong signals to Detroit, which assumes that fuel efficiency is not important to consumers and largely ignores that feature in automobile design.

The fact is, that if we simply removed subsidies, renewables would out-compete oil on the level playing field of a truly free market. It is only through these giant subsidies that gasoline has a prayer of competing with biofuels, and wind and solar, which can produce energy more efficiently without polluting, and at far less cost. **W**



ON THE COVER

Photo by Giles Ashford, Ed & Lucille Hennessy's gas can.

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The official magazine of Waterkeeper Alliance

MISSION: Waterkeeper Alliance connects and supports local Waterkeeper programs to provide a voice for waterways and communities worldwide.

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The health of our waters is the principal measure of how we live on the land."

- Lana Leopold



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You are the owner of your stream and river, lake, bay and coast. Pollution is theft. When a polluter breaks the law, we all have the right and responsibility to stop them. Waterkeepers enforce environmental laws, patrolling our waterways and protecting our communities.

Waterkeeper Alliance strengthens our 157 local Waterkeepers, bringing their clean water campaigns to the national and international level:

Pure Farms, Pure Waters

Industrialized meat producers displace family farmers, subject animals to appalling cruelty and imperil our health and environment. We fight failing government agencies and corporate meat factories. We promote sustainable farming, consumer action and good healthy food.

Clean Fisheries, Safe Seafood

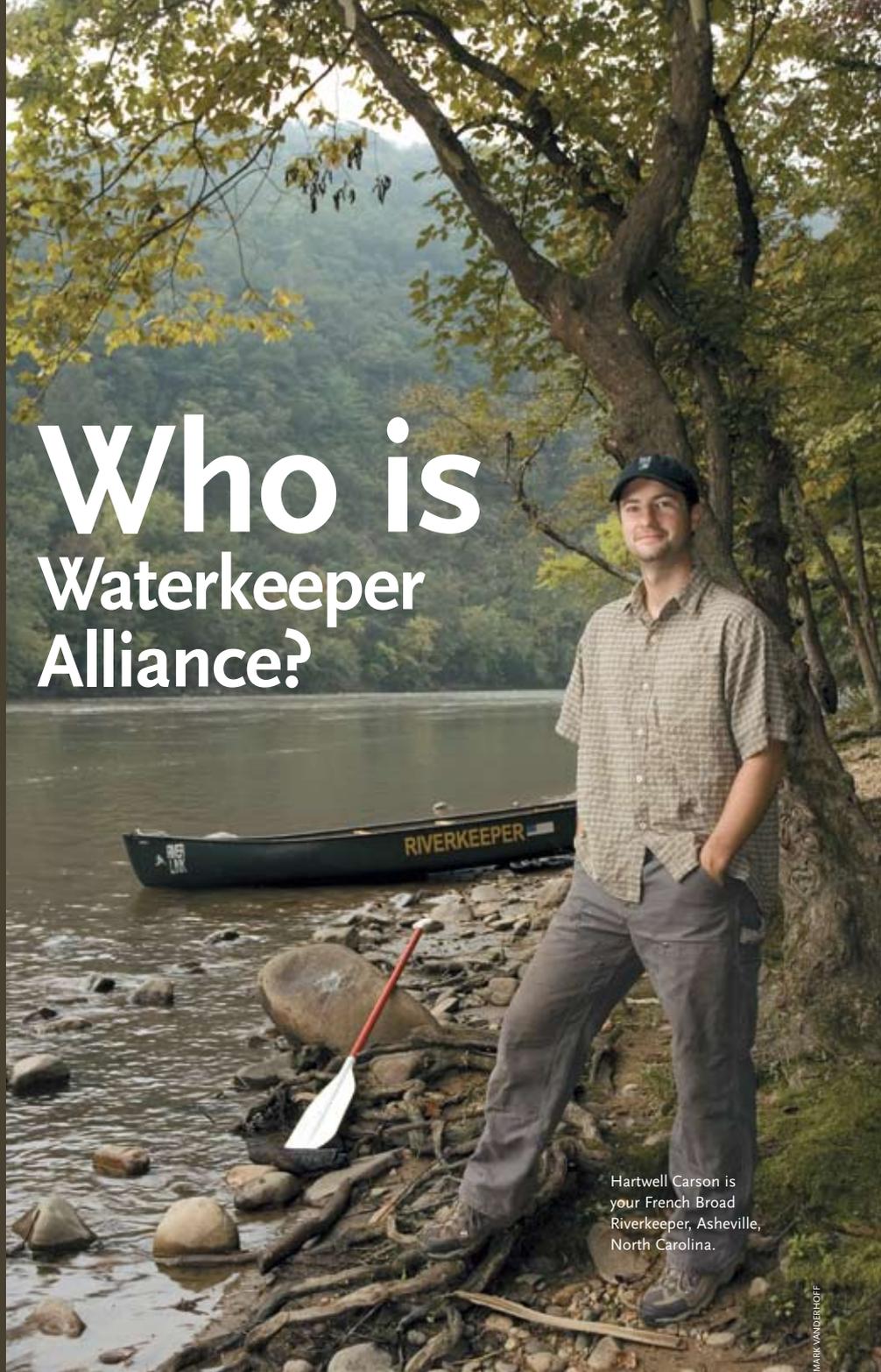
Mercury is an absurdly dangerous toxin. We fight to reduce mercury pollution and protect the public from contaminated seafood. We will force coal-burning power plants to slash mercury pollution and ensure that our fish are plentiful and edible.

Clean Water Defense

Environmental protections are under attack. We lead the fight for strong rules and vigilant enforcement of environmental laws. We stand with our local programs to protect our waters — the foundation of our economic prosperity, the fountain of our cultural and natural heritage, and the source of our drinking water.



Who is Waterkeeper Alliance?



Hartwell Carson is your French Broad Riverkeeper, Asheville, North Carolina.

MARK VANDERHOFF

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Neuse, continued...



In the last issue of *Waterkeeper*, Rick Dove reported the historical battle to overcome the consequences of pollution from hogs. “We have come full circle and the Neuse is in grave jeopardy once again,” Rick said. We agree, but

considering a number of bills that will permanently ban new construction of hog lagoons and sprayfields, set a definite date when waste lagoons will no longer be allowed, and provide money to help hog producers make the transition to cleaner waste technologies.

But the story of the Neuse doesn’t end with hogs. The other main reason the Neuse made the most endangered list is unchecked development. We are currently mounting a grassroots effort to monitor and document the uncontrolled development going on in the watershed. And it all goes back to the same issue. The State of North Carolina is scared to stand up to the development community. There is too much money and too much political influence coming from the wrong people. But we are seeing a change in the attitudes of the people who live here. They want their government to put people — and the health of our river — first. This is the kind of response that makes the Waterkeeper movement so successful — the ability to mobilize those who are being affected and hold our elected officials, and polluters, accountable.

No question about it, we have gained the upper hand. We won’t quit. Losing is not an option.

Dean Naujoks and Larry Baldwin, Upper & Lower Neuse Riverkeepers

we will not let the Neuse take one step backward. Make no mistake about it, as Riverkeepers we are on the offensive.

Last month, American Rivers named the Neuse the 8th most endangered river in America. Following that, Senator Kerry highlighted hog pollution on the Neuse in his book, *This Moment on Earth* and on *The Daily Show* with Jon Stewart. This one-two punch has brought needed attention to the plight of the Neuse. On May 2, Neuse River supporters traveled to Raleigh to meet with lawmakers. It was an overwhelming success. The state legislator is now con-

Mortarboards

On June 25, 65 future Waterkeepers graduate from New York Harbor School, the pioneering maritime high school in New York City featured in the fall 2006 issue. In 2003, the Harbor School was placed in Bushwick High School, which was being closed due to decades of failure, including a 20 percent graduation rate and one of the city’s worst violent incidence rates. The Harbor School has improved the graduation rate to 70 percent.

Waterkeeper Alliance is proud of all the faculty and students of the Harbor School. Here are some of the graduates who are pursuing careers on the water:

Janette Medel had been in the United States for six months after immigrating from Mexico when she entered the fresh-

man class. Janette has received a full ride to study Marine Science at SUNY Maritime.

Hassan Barksdale grew up in land-locked Bedford Stuyvesant and had never been on a boat before the Harbor School. After an internship with the Staten Island Ferry, Hassan has been accepted to attend SUNY Maritime to study Marine Transportation.

Jimmy Sanchez and **Wilfredo Garcia** are employed in the Engineering Department at New York Water Taxi and are both going to Kingsborough Community College to study Marine Technology.

Victor Torres traveled over an hour every morning and afternoon to Harbor School from Far Rockaway, Queens. Victor will study physics at Cornell University on a full scholarship.

Jenny Rodriguez came to Harbor School from the Dominican Republic during her sophomore year. Jenny will enter the Naval Architecture program at SUNY Maritime with a full scholarship.

Juana Garcia was a coxswain on the Harbor School’s Open Water Rowing Team and is now going on to Kingsborough Community College’s Maritime Technology program.

Ali Akbar grew up in Pakistan and learned Spanish from the other students in the English as Second Language classes before learning English. He will study Maritime Transportation at Kingsborough Community College.

CONGRATULATIONS HARBOR SCHOOL CLASS OF 2007!

Join Waterkeeper Alliance—Get WATERKEEPER

Go to www.WATERKEEPER.org and click on Donate Now to join Waterkeeper Alliance as a supporting member.



Aprica

{ { Ripples } } } } }



Saving Cook Inlet Belugas

Belugas are known as 'sea canaries' because they communicate using grunts, chirps, clicks and whistles.

Of the Alaskan coast's 50,000 whales, Cook Inlet Belugas are among the most genetically distinct and isolated. Cook Inlet Beluga whales are also the most threatened. In the 1980s scientists estimated the population at around 1,300. Recent surveys show that there are as few as 278 Cook Inlet Beluga whales left. Oil and gas discharges, polluted runoff, shipping traffic and sewage threaten the whale and its habitat.

Cook Inletkeeper has been working to stave off extinction for these white whales for more than

twelve years. This spring, after Cook Inletkeeper and environment groups urged the National Marine Fisheries Service to take action, the federal government proposed to list the Cook Inlet Beluga Whale as endangered. If approved, the agency will have one year to develop a recovery plan for the population. Inletkeeper will continue to play a leading role to ensure that Beluga whales remain part of Cook Inlet ecosystem for current and future generations.

Yarriambiack Creekkeeper Launches Documentary

On Saturday, February 3, Yarriambiack Creekkeeper, Doug Hallam, premiered the documentary *Our Fair Share* to a crowd of 140. The documentary reveals the stories and memories of the Yarriambiack Creek, located in the North West of Victoria, Australia. On hot days the once free flowing creek used to attract crowds of tourists eager to swim. Today the creek is a shadow of its former self as it is in desperate need of water. Helping to spread the message and galvanise support for a return of water to the Yarriambiack Creek, the documentary highlights its plight and its environmental, social and economic value to the district.

Doug Hallam tells his story, with (left to right) Jess Allen, Leah Ralph, Chalisa Dangchumroom and Puchong Kanjanasirirat hard at work.



CREG HUNT



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Faith Leaders Forum

Hurricane Creekkeeper John Wathen met with religious leaders at the Faith Leaders Forum on Global Climate Change held on April 20 in Alabama. The group's consensus: it is time for science and religious leaders to come together to work on a plan to save the planet's remaining life and ecosystem. Two-time Pulitzer Prize winner E.O. Wilson was the guest of honor at the forum.

From left to right, Sam Curren, Dr. E.O. Wilson, Rev. Sally Bingham, Lama Tenzin Desheck, John Wathen and Beth Stewart, Cahaba River Society.

CAFO Buffer Law

Pennsylvania recently passed legislation that requires permitted factory farms, also known as CAFO's to establish and restore riparian buffers. As a preliminary step to enforce the new law, this January Lower Susquehanna Riverkeeper and environmental group PennFuture threatened to sue five different CAFOs for operating without

a permit. Through their efforts, Lower Susquehanna Riverkeeper has compelled three CAFOs to comply with current regulations and obtain a permit. Lower Susquehanna Riverkeeper continues to keep a watchful eye on the other two facilities who claim that they do not need such a permit.



South River Scorecard

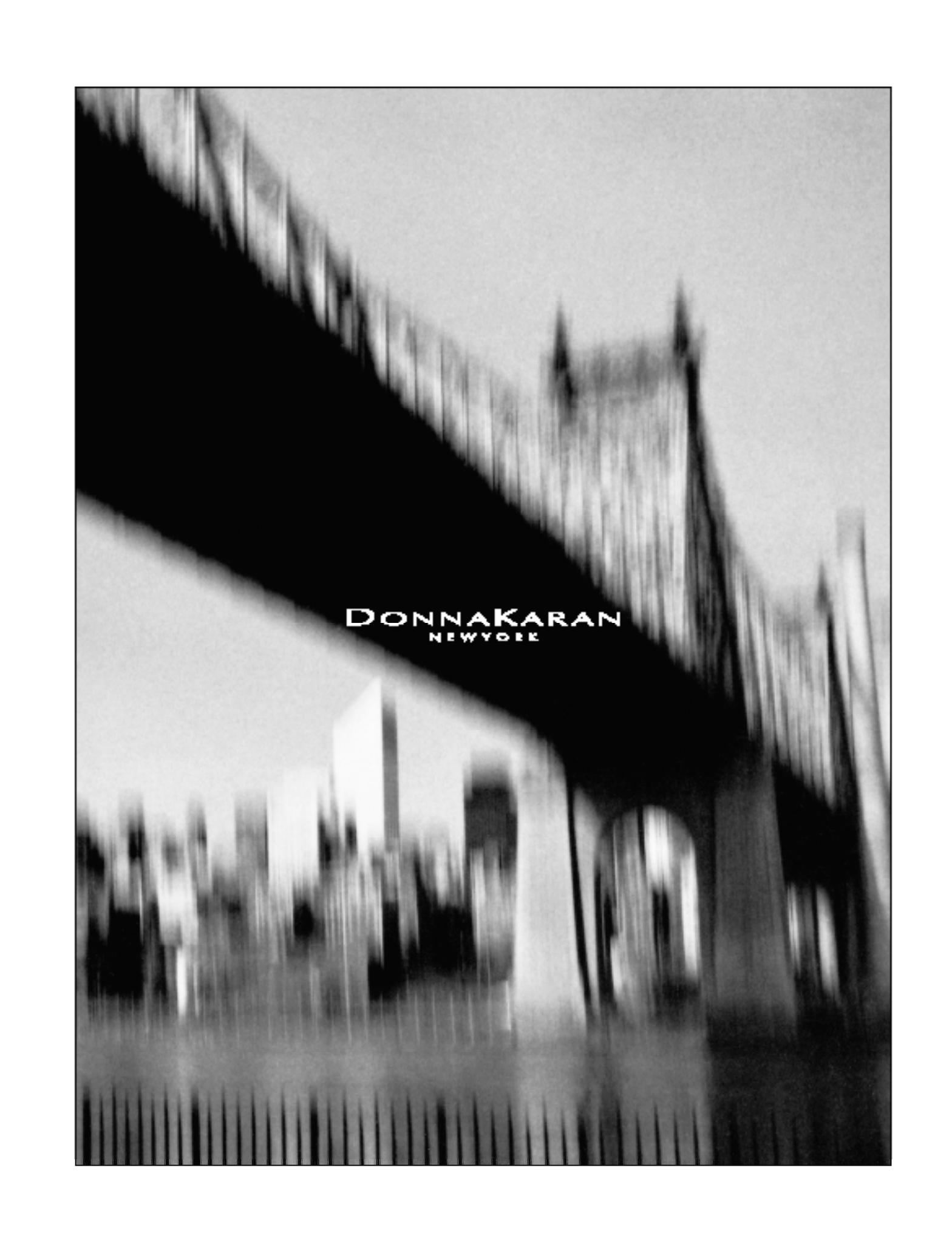
South Riverkeeper recently published a Scorecard that assesses the health of the South River for 2006. This year the river received an overall score of 39 on a scale from zero to 100. A "perfect" score of 100 represents the state of the river as it was in the late 1950s, based on ten different water quality indicators. South Riverkeeper's goal is to return the river to health through concerted efforts with government, citizens and partner organizations.

Preferable Purchasing

Most of us know about the dangers of mercury in thermometers and chemicals in cleaning supplies. But even unexpected items like streets signs and traffic marking paint contain chemicals that endanger our health. These latter items contain PBTs also, or highly-toxic and long-lasting substances that build up in our environment and our bodies.

Thanks to North Sound Baykeeper, citizens of Bellingham, Washington and the environment will now be far safer from the effects of these chemicals. Last fall, Baykeeper provided city officials with extensive background material on PBTs. In response, the city passed a resolution to implement a new program to purchase PBT-free products. Many items such as recycled paper, fuel alternatives, green cleaning supplies and energy efficient appliances will now be used in public places in place of outdated and highly-toxic options.



A black and white advertisement for Donna Karan New York. The image is heavily blurred, showing a view of the Manhattan skyline from across the water, with the Brooklyn Bridge's cables and towers visible. The text "DONNA KARAN" is prominently displayed in a bold, sans-serif font, with "NEW YORK" in a smaller font directly below it. The overall aesthetic is dynamic and evokes a sense of movement and urban energy.

DONNA KARAN
NEW YORK

Stormwater Action

Stormwater runoff is the fastest-growing source of nitrogen and phosphorous pollution in the Chesapeake Bay. Runoff from parking lots, roofs, roads and construction sites also pollutes Maryland's rivers and the larger Chesapeake Bay with chemicals and toxins. A new bill initiated by Patuxent Riverkeeper and signed into law this April by Maryland Governor O'Malley seeks to change this. The Stormwater Act of 2007 sets higher standards to reduce water pollution from Maryland streets, lots and buildings and makes mandatory eco-friendly building practices to curb stormwater runoff. Patuxent Riverkeeper marshaled a broad-based coalition of environmental organizations to work for the passage of this important new law.



Cherry Processor Busted

As you savor that plump, juicy cherry on your Shirley Temple or your ice cream sundae this summer, be sure that it comes from a reputable source. In Michigan, cherry processor Williamsburg Receiving and Storage has threatened nearby vital wetlands. The company discharged wastewater to the vast Ptobego Creek wetlands. The result? Dead trees and vegetation, contaminated groundwater and a putrid smell that no one could endure.

Grand Traverse Baykeeper decided that enough was enough. Baykeeper and partners sued Williamsburg for violating Michigan's Natural Resources and Environmental Protection Act. After a long court battle, Baykeeper and partners forced the company to pay \$350,000 in damages. All cherry wastewater generated must now be hauled to a plant to be treated and cannot be stored at the site or discharged to adjacent properties. And of course the cherry-on-top — Williamsburg has also agreed to maintain odor control equipment at the plant and spend \$100,000 to measure toxic emissions from the facility.

Buffalo River Legacy

The completion of the Erie Canal in 1825 transformed Buffalo, New York, into a hotbed of industrial activity. By the mid-20th century, grain, oil, steel and chemical production dominated the shores of the nearby Buffalo River. Many of those industries have since packed up and shipped out, but their polluted legacy lives on. Today the Buffalo River is polluted with metals, pesticides and industrial waste. The riverbed is heavily contaminated with dangerous chemicals called PAHs and PCBs known to cause liver and kidney damage, as well as cancer.

To put an end to Buffalo River's polluted past, the Buffalo Niagara Riverkeeper and U.S. EPA signed an agreement this April to assess the levels of PAHs and PCBs in river sediments. The project will identify and analyze the most contaminated sections of the Lower Buffalo River. The results will form the basis of a plan to clean up the riverbed and re-establish the river's true value and function for the citizens of Buffalo.

Public Waters Nuisance Abatement Act

Both houses of the South Carolina state legislature agreed almost unanimously to pass legislation preventing river shacks from proliferating on the state's waterways. The Waccamaw Riverkeeper and the Winyah Rivers Foundation have long been involved in the fight against the rapid growth of these structures and in warning the public of their impact on the natural environment. Waccamaw Riverkeeper worked with other conservation groups to document the rise of these structures in the rivers that drain into Winyah Bay, including the Waccamaw and the Great Pee Dee, and to support the legislation.





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Ripples

Spring Cleaning

Clean Rivers Day Virginia

Blackwater Nottoway Riverkeeper held its 7th Annual Clean Rivers Day on April 21st. More than 130 volunteers gathered to remove trash and some unusual items from the Blackwater, Nottoway and Meherrin watershed.



Blackwater Nottoway Riverkeeper volunteers celebrate Earth Day with an early start.

Beach Cleanup Colombia

Cartagena Baykeeper and volunteers gathered piles of trash at a beach cleanup this January in La Boquilla, Cartagena, Colombia. La Boquilla, one of Cartagena's most treasured fishing villages, is located on a peninsula and is surrounded by the Caribbean Sea, a lake and a mangrove swamp.



Volunteers pile trash bags after a long day of work.

Spring Shoreline Sweep

Splendid spring weather set the stage for Buffalo Niagara Riverkeeper's Spring Shoreline Sweep on April 20-22. This year's spring cleanup was their biggest ever — 1,400 volunteers rolled up their sleeves to collect litter from 38 sites in western New York.



Volunteers lug a log from the waterline at the Ohio Street canoe launch, one end of the nation's first urban canoe trail.

Lost Fishing Gear Recovery Project

Gulls and pelicans with fishing hooks in their mouths or fishing lines wrapped around their legs is an all-too common sight on California beaches. In response, the California Lost Fishing Gear Recovery Project led by Sea Doc began a year-long effort to make the coast safer for wildlife and the public. This April, the project arrived at Goleta Pier, a popular recreational fishing spot. For two-days, Santa Barbara Channelkeeper and

trained volunteer kayakers and scuba divers used shears to remove accumulated fishing line from pilings. Channelkeeper also installed signs and custom bins on piers to encourage anglers to recycle unwanted hooks and line in bins and not throw them in the water or trash. The group continues to service the special bins, and collect monofilament for recycling.

HONORS

Jug Bay Award

Patuxent Riverkeeper was awarded the Annual Jug Bay Award by the Friends of Jug Bay for their 'tireless work to protect the estuarine resources of Maryland's Jug Bay Wetlands Sanctuary.'

Alamosa Honored

Alamosa Riverkeeper Cindy Medina was honored by EPA for her 'Outstanding Environmental Stewardship and Outstanding Environmental Education in a Rural Setting.' Medina coordinated drinking water tests in over 400 households and aided homes where water was contaminated.

MySpace Impact Award

Black Warrior Riverkeeper was honored this April as the only local organization among three nominees for MySpace's first international Environmental Impact Award. The award recognizes organizations on MySpace.com that make our world a cleaner place.

Construction Runoff Stops at Source

Runoff from construction sites is one of the most destructive forms of water pollution nationwide. Rainwater and snowmelt streaming from these sites carries chemicals, dirt and debris into our waterbodies. When Inland Empire Waterkeeper visited a construction site owned by developer Corman Leigh last year, substantial quantities of sediment and mud were inundating streets and discharging into nearby Baldwin Lake.

Inland Empire Waterkeeper confronted Corman Leigh for violating their federal and state construction permit. Corman Leigh will now implement a plan to prevent the flow of runoff from its construction sites and reduce the volume of runoff. In addition, Corman Leigh has agreed to provide \$50,000 for wetland restoration and to work with Inland Empire Waterkeeper to educate the local construction companies on the importance of controlling pollutants at their source.

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Cancer Schmancer

By Fran Drescher

Sometimes the best gifts come in the ugliest packages. My odyssey in search of a proper diagnosis put me on the path of health, education and environmental advocacy. My experience taught me that turning pain into purpose heals. And so began the Cancer Schmancer Movement. We are dedicated to ensuring that all women's cancers get diagnosed in Stage 1, when they are most curable. We want to replant the landscape of American health and environmental consciousness. We are the missing link. We ask hard questions that other people won't ask unless there is a profit to be made. We are fighting for a new norm, where our health and the environment are the first priority.

My story is simple: I got famous, I got cancer and I lived to tell about it. It took me two years and eight doctors to get a proper diagnosis. How many people get a second opinion when the doctor is telling you that you're essentially well? I went for seven second opinions and, ultimately, after two years of misdiagnosis and mistreatment, determined that I had uterine cancer.

Fortunately, it is a relatively slow growing cancer, so I was still in Stage 1, but I had to get a radical hysterectomy. Other women are not so lucky. When you are misdiagnosed you waste precious time. Unfortunately, when cancer is most curable, in the earliest stages, the symptoms look identical to far more benign illnesses and misdiagnosis runs rampant.

We are living in a world where the medical community is bludgeoned by insurance companies to go the least expensive route of diagnostic testing. As a result, many subscribe to the philosophy, "If you hear hooves galloping don't look for a zebra, it's

probably a horse." As a consequence, 80 percent of women find out about ovarian cancer in the late stages and 70 percent of them will die of it, often being misdiagnosed for irritable bowel syndrome.

The diagnostic tests that are available and effective are not being offered to us because they can indicate maladies without identifying what is cancer and what is not. Insurance companies don't want to pay for subsequent testing to determine if the problem really is cancer. Women are left without the kind of testing they need for early stage diagnosis. I have launched the Cancer Schmancer Movement to fix this problem and ensure that all women's cancers get diagnosed during Stage 1, when they are most curable.

We are working to inform women about the early warning signs of women's cancers and the tests that are available — because the tests you need may not even be on the menu at your doctor's office. Once women know what is available, then we can demand it.

The Cancer Schmancer Movement parallels the women's suffrage movement of a hundred years ago. They were marching to vote. Now, we are doing it to save our very lives. Since nobody can say they didn't start out in a womb, it behooves us all, both women and men, to keep them healthy.

There is a great deal of synergy between Waterkeeper Alliance and the Cancer Schmancer Movement because, at the end of the day, we're all in the same boat. How we take care of each other and the world is the same thing.

We need to start making louder noise on Capitol Hill because you can be sure that corporate lobbyists are already up there making industry concerns loud and clear. Until we galvanize as voters and make clear that the people are more powerful than the corporate lobbyists, we don't exist, we're invisible, a silent majority.

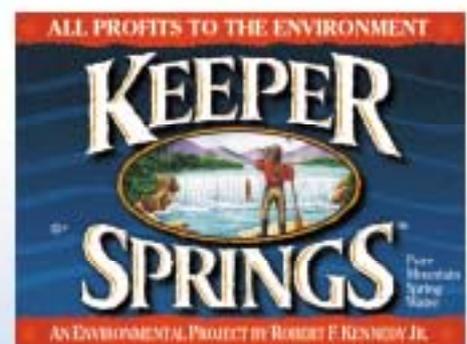
When we make our elected officials accountable for their votes, then we'll take back our government and make it the people's government, as it's supposed to be. This nation is being run like a corporation, and we're just employees. But the jig is up.

Eventually, the idea of doing anything that soils the water that keeps us alive will be thought of as incogitable. We will wonder how people allowed beauty products to consist of carcinogens. The daughters of tomorrow will look back and thank us, the visionaries of today, who tried to ensure that all women's cancers get diagnosed early, so they inherit a world where no woman has to die of cancer due to late stage diagnosis. **W**

Please join the Cancer Schmancer Movement by logging onto: www.CancerSchmancer.org.



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Merle Haggard Goes Solar



On January 20, country music legend Merle Haggard appeared on *Ring of Fire*, the Air America Radio program hosted by Robert F. Kennedy, Jr. and Mike Papantonio.

HOST MIKE PAPANTONIO: Today we welcome the great Merle Haggard, a country music star who has been called a poet for the common man.

The Dixie Chicks paid a great tribute to you. They had a song called *Long Time Gone* that's pretty critical of Nashville. It's a tribute to you, Johnny Cash, Hank Williams, that whole Bakersfield Outlaw Country Era. They talk about the dumbing down of music. You had a lot to say, didn't you Mr. Haggard?

MERLE HAGGARD: Well I thought you were supposed to try to say a lot. You know, that's what I thought America was about. I thought it was about poetry and stories, opinions and music. Then it became about the soap opera and the love affairs. Our brand of freedom in the old days was far superior to what's been happening now.

PAP: Your song from *Rebuild America First*, that's exactly what you are talking about isn't it?

MERLE: I think that we need to reexamine the Constitution. You know, my brother was a Marine who fought in Okinawa and Iwo Jima. My cousin was a

Marine who fought in Korea. When I was 14 years old I tried to enlist and they called me in but they didn't take me. But our family has always been very red, white and blue.

PAP: When you listen to Merle Haggard you can listen to the words and you hear a story. You have a great line on your album *Chicago Wind*. It's a simple line: "Where's all the freedom that we're fighting for?" I've always thought of you as a patriot.

MERLE: Absolutely, I believe in what I put on my records. I've been totally wrong in some of my songs over the years. But I think Iraq, and in retrospect the Vietnam War, are mistakes that we shouldn't have been involved with. It's about money. It's about oil. Things are not as they should be. But we can fix the problem. Playing music for a living is a great privilege, but I have gotten really into promoting green energy and solar power.

PAP: You've always been a champion of the working class. Do you think that this has something to do with that?

MERLE: Well absolutely, if nothing else it will lower people's power bill. It will put a lot of men to work in good jobs. You could plug your electric car right into the front of your house to get cheap solar power. Or you can zero your power bill out and do it yourself on top of your roof. Solar power eliminates a lot of the emission problems into the air and it protects the environment. Green power should be something everybody is at least aware of. I don't see that there's anything else more important.

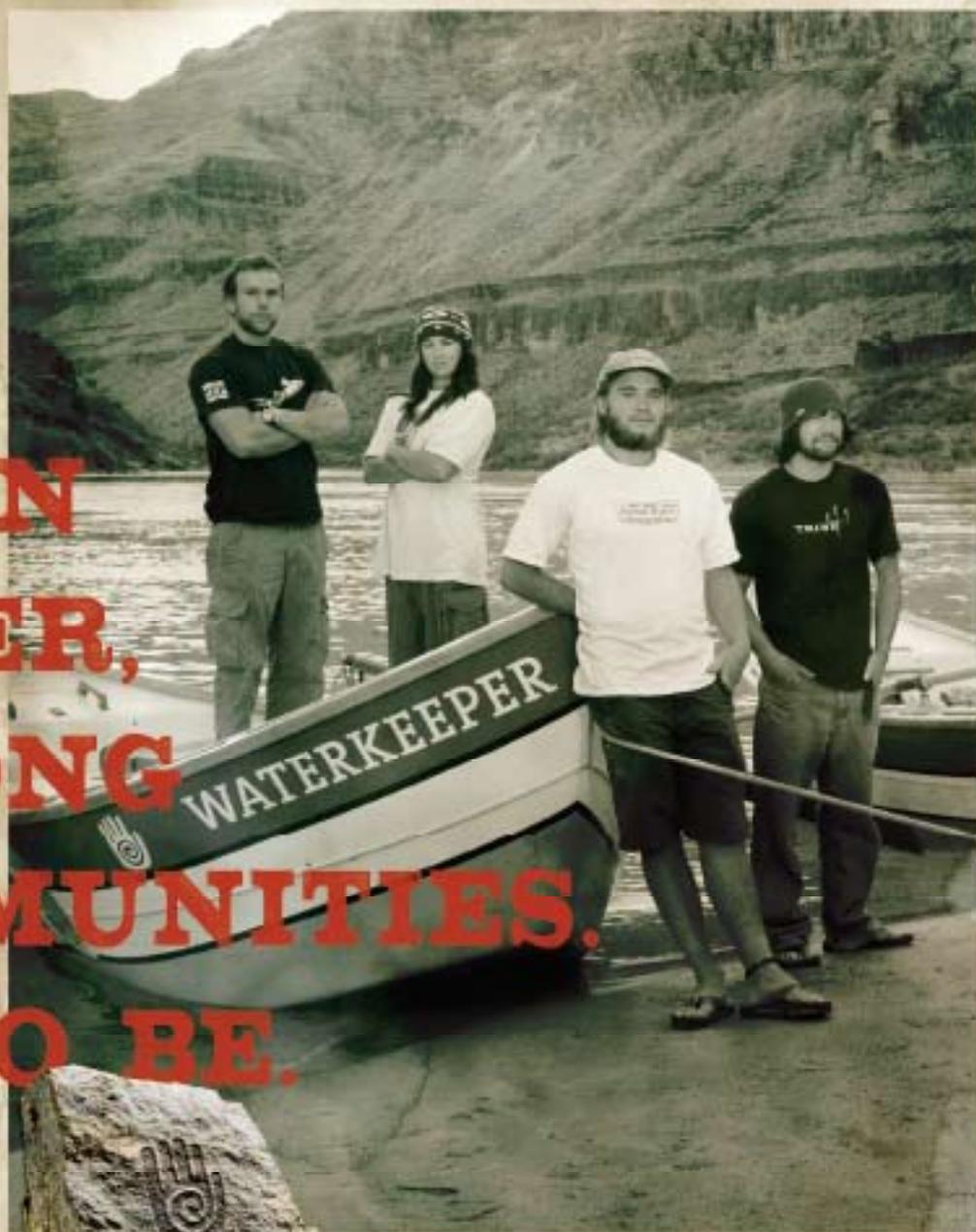
PAP: Why hasn't government jumped in to do this?

MERLE: This won't come from government, and it's not going to come from the oil companies. It's going to come from people like me. I'm going to find out who's building the best solar collector in the world. And I'm going to put my name on it.

PAP: I'm glad to hear that, Mr. Haggard, because a solar panel with your name on it is going to go a whole lot further with many Americans than having a government product out here.

MERLE: We're going to try to be the Jimmy Dean of solar power. I can't see any harm in putting solar power on the roofs of people who are paying through the nose for power. I am going to do everything I can to bring the cost of the installation down. Also, the rebates should be higher for people that do it and get off the grid. I can't see why anybody in this United States would not get behind green energy and solar power at this moment. **W**

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Doc, 15, Keri, Albi, Martin, and Anthony take a moment to stand together in front of the opening Grand Canyon R.D. MAX 31a "Grand Canyon Adventure" premiering March 2008.



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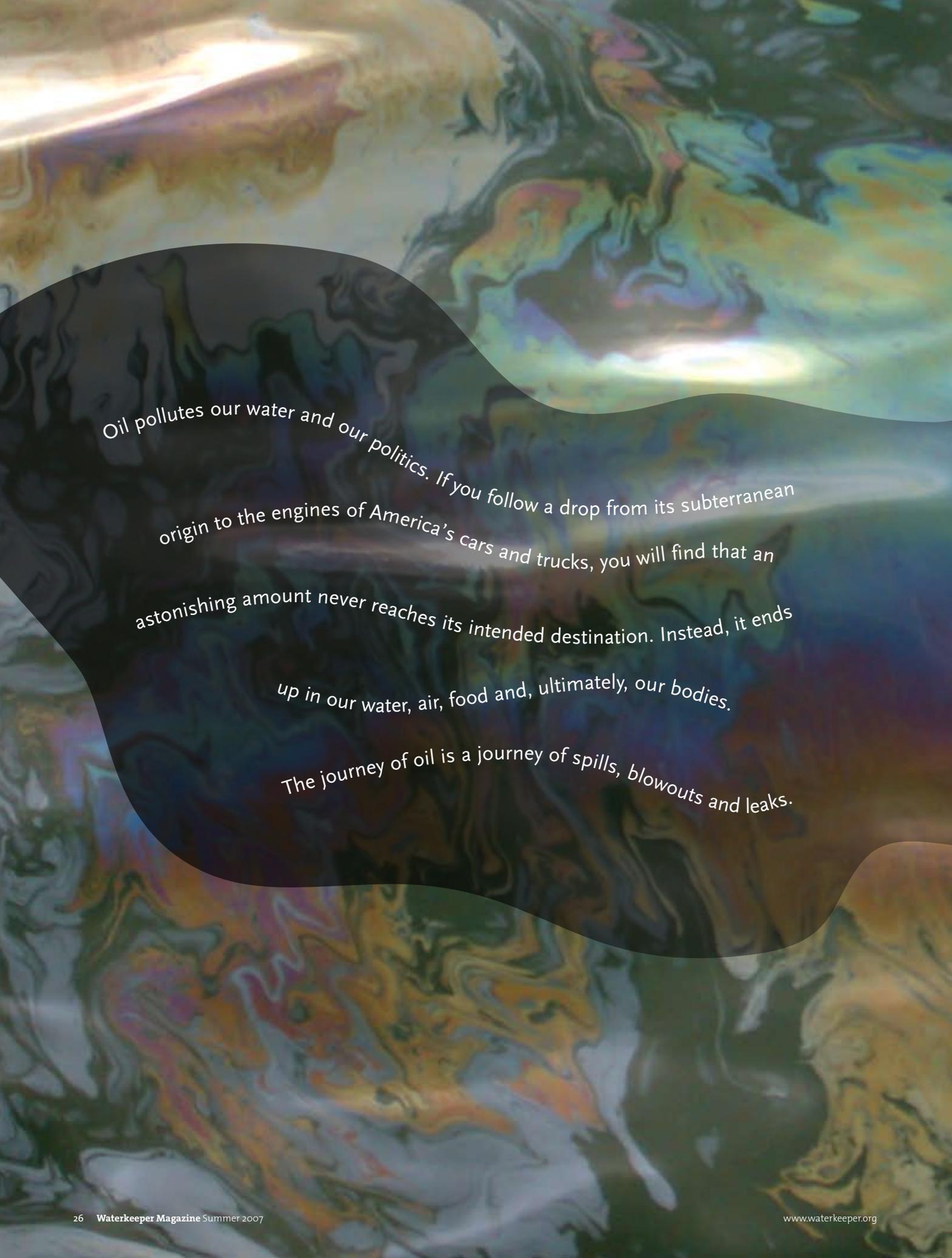


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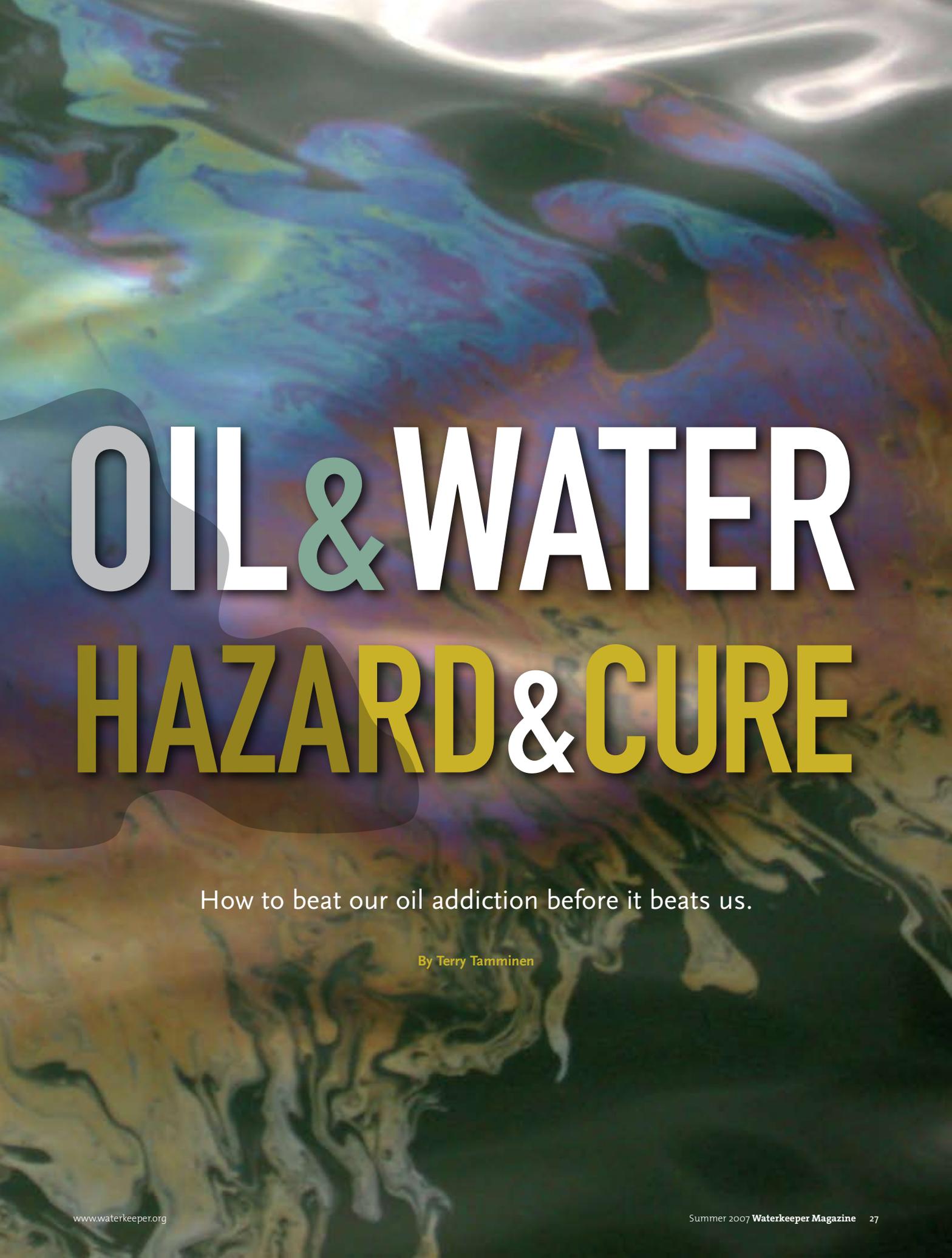
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Oil pollutes our water and our politics. If you follow a drop from its subterranean origin to the engines of America's cars and trucks, you will find that an astonishing amount never reaches its intended destination. Instead, it ends up in our water, air, food and, ultimately, our bodies.

The journey of oil is a journey of spills, blowouts and leaks.



OIL & WATER HAZARD & CURE

How to beat our oil addiction before it beats us.

By Terry Tamminen

Almost every American can tell you about the Exxon Valdez oil spill. This spill is a national yardstick for environmental catastrophe and rightly so: oil covered so much of the Alaskan coast that, had it taken place further south, it would have covered every inch of beach between Oregon and Mexico. Although Exxon claims it spilled 11 million gallons of crude oil into Prince William Sound's pristine waters, the true number is much larger.

But as big a disaster as the Valdez was, it is dwarfed by the world's largest spills and the accumulation of the thousands of smaller oil spills that happen everyday. In 1991, some 240 million gallons of oil poured from Kuwait's sabotaged wells into the Persian Gulf, creating the largest spill on record. In 1979, an offshore oil rig in the Gulf of Mexico spewed 140 million gallons of black crude onto the coast in the world's second largest spill.

Then there are the 'everyday' drilling spills that don't make the newspaper. For example, California's offshore rigs have been the source of 120 ma-

por 'blowouts' — industry lingo for uncontrolled discharges under pressure. And the state's drilling operations reported close to 40,000 smaller spills totaling more than three million gallons over just a three-year period in the 1990s.

The next stop on our oil journey is the gauntlet of pipes, pressure cookers and tanks known as the refinery, another sieve in this porous system. The U.S. oil industry has admitted that a stunning 85 percent of its nearly 200 refineries are major sources of groundwater contamination.

The rest of the oil journey goes on much the same: leaks from storage tanks at America's omnipresent filling stations; discharge from cars, trucks, boats and lawnmowers; and used motor oil often illegally dumped down storm drains. It all adds up to billions of gallons every year, and whether spilled by the tanker, by the gallon or by the drop, oil is an environmental poison.

And what of the oil that finally reaches its explosive destination in the cylinder of an automobile? Well, it too sullies our waters, less directly perhaps, but no less harmful.

Rising levels of carbon dioxide in the atmosphere from burning oil and other fossil fuels are acidifying the oceans, literally changing their chemical composition and upsetting nature's delicate balance. Researchers warn that the last time the ocean underwent such a chemical change was when the dinosaurs went extinct.

And as carbon emissions warm the world, rising seas will inundate the wetlands, marshes and estuaries that now buffer us from storms and filter polluted runoff before it can reach our fisheries and nesting grounds for birds and wildlife.

What can be done? How can we beat our oil addiction before it beats us? I offer this three step cure to anyone willing to listen.

First, America must civilize the oil industry. In a civilized society we demand that one person not needlessly harm another. It is a basic rule that we are taught as children and that is enshrined in our laws. But not when it comes to the oil industry.

The oil industry has polluted our waters by the billions of gallons, killing fish and wildlife and destroying vital habitat. Its products sicken millions of people each year with asthma, emphysema, heart disease and cancer. It is loading our atmosphere with carbon emissions that will warm the earth and cause vast environmental damage.

Yet it skips through life seemingly untouched by the hand of law or reason. Oil companies report the largest profits in the history of commerce, their CEOs are paid gargantuan salaries of hundreds of millions of dollars and they enjoy a gusher of government subsidies totaling as much as \$113 billion per year. They call it black gold, after all. We need a new business model.

California's Safe Drinking Water and Toxic Enforcement Act (or Prop 65) was enacted as a ballot initiative in November 1986. The proposition was intended to protect California citizens and the state's drinking water sources from chemicals known to cause cancer, birth defects or other reproductive harm and to inform citizens about exposures to such chemicals.



BEN SHICHMAN

To begin, let the punishment fit the crime. Too often it is cheaper for an oil company to pay a fine for polluting than it is to comply with the law. A Shell refinery in Louisiana released more than a million pounds of air pollutants during several accidents in the 1990s, and for that it was fined \$15,000, or about what a Big Oil CEO earns in an hour. Not much of a deterrent.

We should use the courts to hold oil companies and their accomplices in the auto industry accountable for the true costs of their products, just like the successful suits against Big Tobacco. The comparison is fitting, because the toxins that emanate from your tailpipe are remarkably similar to tobacco smoke. In effect, this makes all of us victims of secondhand smoke and causes tens of thousands of illnesses and deaths each year.

Moreover, the oil companies and automakers have taken a page from the tobacco company playbook, lying to the public and government regulators for decades about the dangers of their products, and the cleaner and safer products that they could have introduced to the marketplace long ago.

That's why the state of California is suing auto manufacturers on behalf of the public, seeking compensation for global warming pollution that is known to aggravate heat waves, wildfires and coastal flooding. And as other states calculate the true cost of our oil addiction and discover the billions of taxpayer dollars that go up in smoke for health care, pollution cleanup and climate change response, they may follow California's lead.

The second step to kick the oil habit is to start a revolution in energy technology and to get smart about supporting clean technologies and fixing the rules of the game. For example, California is leading with investments in hydrogen technology, a promising clean fuel of tomorrow. It can be produced from fossil fuels, but also from solar, wind, biofuels and even landfills. When we burn it, the "waste" is water so pure you can drink it. The state is building a Hydrogen Highway with 200 filling stations strategically placed along our major roads. California — the sixth largest economy in the world — will very soon be the first true market for clean, hydrogen-fueled vehicles.

It is time we level the economic playing field to give clean energy a chance to compete with Big Oil. We're making progress. Nineteen states are building comprehensive climate change and energy plans. A dozen states have joined California's clean car rule that will slash carbon emission from vehicles. And still more have goals for energy efficiency and renewable energy production.

Third, we cannot wait for Washington. The growing leadership by states will prove essential to breaking our oil addiction, because for decades our presidents and congresses have squabbled over the



BOB SOULEN

science, pointed fingers and bickered over which committee has the authority to do something — while they do nothing.

That is no accident. The oil industry contributed \$186 million to political campaigns between 1990 and 2006. That's a lot of money even to oil companies. But it's a good investment for them when you consider that the return on each dollar is as much as \$1,000 in subsidies, competitive advantage and lax enforcement.

Can we change? Absolutely. We've done it before right here in America. In 1875 the Horseless Carriage Committee (seriously!) warned Congress about a "new source of power, called gasoline." It feared that "stores of gasoline in the hands of the people interested primarily in profit, would constitute a... hazard of the first rank. Horseless carriages propelled by gasoline engines might attain speeds of 14 or even 20 miles per hour... hurtling through our streets and poisoning our atmosphere."

And so our ancestors faced a dilemma similar to our own concerning the promises and dangers of a major shift in technology.

We might wish they had known more about the real dangers of petroleum and the machines that use it, but the purple prose and quaint view of the speed limit bring into sharp focus the fears and practical hurdles of any major technological transformation. The horse and buggy lobby overcame those obstacles, although it's unlikely that they were as wealthy, politically connected and resistant to change as are the oil and auto industries.

Therein lies the real challenge. Whether we use invention, the courtroom or the court of public opinion, can we fight industries that are so powerful, products that are so ubiquitous and a political system that rewards profit over the common good?

Perhaps so, if we can educate a wider audience about the Faustian deal we have made and the means by which we can now extricate ourselves from that fool's bargain. **W**

Oil soaked bird on the beach after the 1969 Santa Barbara oil spill.

The U.S. consumes about 400 million gallons of gasoline each day.

Terry Tamminen was the first Santa Monica Baykeeper and served as the Secretary of California's EPA for Governor Arnold Schwarzenegger. He is currently the Cullman Senior Fellow for Climate Policy at the New America Foundation and his latest book is *Lives Per Gallon: The True Cost of Our Oil Addiction* (Island Press).

Ecological Warfare

By Melina Selverston

»OIL COMPANIES invade the most remote places on earth, financing war, bringing violence and industrializing the last wild places. Multinational oil companies hire national militaries to provide security for their installations, yet deny responsibility for human rights violations by security forces they arm, transport and employ.

- In **Burma**, the military is almost entirely funded by multinational oil companies. The Burmese military used villagers as forced labor to build an oil pipeline through the last intact rainforest in Southeast Asia. Human rights groups sued **Unocal** under the Alien Tort Claims Act, which allows foreigners to sue companies for human rights violations outside the U.S. In 2005, the company settled the case out of court.
- In **Colombia**, oil companies pay both the government and guerillas to provide security to the installations. But the payments mostly just finance the escalation of conflict. **Occidental Oil's** Cano Limon pipeline has been attacked 473 times in the last 11 years, spilling 1.5 million barrels of crude oil. In 2004 Congress sent \$147 million to Colombia to boost military protection of the pipeline. This amounts to a \$4.50 a barrel subsidy for Occidental from American taxpayers. Occidental spent over \$9 million in direct lobbying to secure this subsidy. Colombian soldiers proudly sport a shoulder patch with a picture of an oil well.

In 1995, when the U'wa, a traditional Tribe of about 5,000 people in the highland cloud forests, received word that Occidental Oil was planning to drill in their territory, they threatened mass suicide. They knew the oil giant would bring violence and the spiritual end of their environment and their world. Paramilitaries supported by Occidental have threatened U'wa leaders with death. In 2002 three U'wa children were killed when the military forced the U'wa from a well that they were occupying in peaceful protest. The U'wa continue to put their lives on the line to protect "the blood of our mother" which "belongs underground."

- In **Niger**, the Ogoni writer, businessman and activist Ken Saro Wiwa accused **Shell, Chevron** and the Nigerien government of genocide through ecological warfare. In 1995, Saro Wiwa and eight other indigenous leaders of the Niger Delta were executed by the military. In another case, Chevron flew state security forces in to quell a peaceful protest at an oil well. The military force massacred 80 Etche people. A state of war continues in the Niger Delta, a region that has produced tens of billions of dollars in oil revenues, yet 70 percent of the population lives in extreme poverty.

There is no place that is off limits to oil companies – not protected areas, not endangered species habitats and not indigenous territories.

- **Shell** is leading a consortium expanding the largest integrated oil and gas facility in the world on a small island on the east coast of **Russia**. Sakhalin is populated by 3,300 indigenous peoples, many of whom are traditional fishers, hunters and reindeer herders. The expansion will inevitably lead to the extinction of the critically endangered Western Gray Whale.
- In the **Peruvian Amazon**, uncontacted people flee ever deeper into the forest as the **Cami-sea** oil development encroaches into protected parks and indigenous reserves. Half the Nahua people died from illness introduced by Shell in the mid-1980s. Pipeline breaks and the impacts of construction continue to threaten the environment and culture of the Machiguenga and other Amazon peoples.
- In 1851 an elder Kitanemuk Indian of central **California** signed a treaty surrendering his people's burial ground in the Elk Hills to the U.S. government. In 2001, his great granddaughter watched as **Occidental Oil** destroyed what remained of the Kitanemuk people's historic holy places, 100 ancient sites near Bakersfield. Occidental's purchase of the Elk Hills site for oil development is the largest turnover of public lands to a private corporation in U.S. history. **w**

Melina Selverston, Ph.D., is a writer and consultant who has worked globally with indigenous rights organizations for 20 years.



Nigeria



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An aerial photograph of the Gulf of Mexico showing a long, narrow, dark brown oil slick extending vertically from the top center towards the bottom left. A small, dark, circular object, likely an offshore platform, is visible in the upper right quadrant. The water is a deep blue-green color.

Oil, Katrina and Rita

This NOAA aerial photograph shows an oil slick emanating from an offshore platform in the Gulf of Mexico that was damaged by Hurricane Katrina. A second platform is visible in the upper right.

The U.S. Minerals Management Service confirmed at least six major oil spills and 457 pipelines damaged by the two 2005 gulf hurricanes. The Coast Guard identified 115 oil platforms that were totally destroyed and sunk, 52 that were significantly damaged and 19 that were set adrift. NASA radar images after the storm showed dozens of slicks extending across an area of more than 7,000 square miles. On November 11, 2005, a double-hulled oil tanker hit the submerged remains of an oil platform that had been destroyed by Hurricane Rita, releasing three million gallons of heavy fuel oil — one of the largest oil spills ever in the gulf.

www.Skytruth.org



Black Tide 1969

By Kira Redmond, Santa Barbara Channelkeeper

»SANTA BARBARA, California is known for its beautiful beaches, stunning mountains-to-the-sea landscape, gorgeous weather and the deep blue treasures of the Santa Barbara Channel. The channel is home to blue, gray and humpback whales, southern sea otters, southern steelhead salmon and brown pelicans. The channel is not only rich in biodiversity but also in petroleum.

The first offshore oil well in the nation was drilled in the Santa Barbara Channel in 1896. The installation of others quickly followed. In 1968, in a scramble to fill rapidly dwindling coffers to finance the Vietnam War, the federal government conducted a massive oil development lease sale. Union Oil of California (now Unocal) and its partners Mobil, Texaco and Gulf paid \$61.4 million for the lease of a three square mile tract five miles off the Santa Barbara coast. They quickly erected Platform A and drilled four wells. Union Oil then asked the U.S. Geological Survey for a waiver from federal well casing requirements to drill a fifth well. Well casings prevent oil and gas from escaping the well bore and flowing into surrounding geological formations. The waiver was inauspiciously granted.

On January 28, 1969, the crew of Platform A was pulling the drilling tube out of that fifth well when mud began to ooze up through the well shaft, indicating that something had gone awry below. They had struck a high-pressure gas pocket nearly a mile below the surface and tons of mud were forced out of the top of the well within minutes. Frantic crewmembers quickly capped the well. But it was too late to stop the surge of oil rising from below the ocean floor. The unlined walls of the well shaft collapsed, the oil flowed into the surrounding rock and opened massive gashes in the ocean floor. Oil boiled to the ocean surface at the rate of thousands of gallons per hour for more than a week, creating a slick that covered 800 square miles of ocean from the Channel Islands to the Mexican border.

For weeks images of oil-soaked birds and miles of beaches coated with thick black sludge were beamed into TV sets across the nation, sparking a widespread environmental consciousness that made environmental protection a major national issue. The blowout, which ultimately released more than four million gallons of oil and blackened beaches along more than 40 miles of coast-



BOB SOULEN

line, was dubbed the “ecological shot heard ’round the world.”

The blowout was a major catalyst for the birth of the modern environmental movement in the United States. In its wake, the first Earth Day in 1970 and numerous environmental groups were born and a wave of environmental legislation was enacted, including the National Environmental Policy Act and the California Environmental Quality Act, which require future oil and gas leasing to undergo formalized environmental review. In 1990, the federal government instituted a moratorium on oil leasing in federal waters offshore of California; this moratorium has been extended through 2012. In 1994, a permanent statewide ban (the “California Sanctuary”) was enacted to prevent any further oil leasing in state waters.

But the oil industry continues to cast a long shadow on California’s coastline. In 2003, Santa Barbara Channelkeeper sued EPA for failing to issue new, stronger permits for the 22 existing oil platforms off the southern California coast. These platforms had been operating under expired permits, some of which were 20 years old. We prevailed and EPA issued updated permits that incorporate the

Mud and oil bubble to the surface at a rate of thousands of gallons per hour.



BOB SOULEN

The oil slick covered 800 square miles of ocean from the Channel Islands to the Mexican border.

key conditions that Channelkeeper and our allies sought. Platform operators must now meet both state and federal clean water standards.

Channelkeeper and our partners also prevailed in a lawsuit against the federal Minerals Management Service for extending 37 undeveloped federal oil leases off our shores without adequate environmental review. The court agreed, supporting the state's right to review the plan and ordering the federal agency to submit the lease extensions to the state Coastal Commission for review. The Minerals Management Service's environmental assessment found that extending the leases would pose no significant risks to the environment. So, in March 2005, Channelkeeper and our allies filed a legal challenge arguing that the agency violated the National Environmental Policy Act.

In August 2005 we won a double victory when the California Coastal Commission rejected the federal government's determination that extending the leases is consistent with the California Coastal Management Program. The following day, a federal district court ruled that the agency could

not extend the leases until it completed full environmental review of all the potential environmental impacts.

Unfortunately, the federal government quickly appealed this decision. Meanwhile, another federal court ruled that the government was in breach of contract with oil companies and awarded restitution to the lessees. This remains under negotiation; but if the government pays restitution, the leases will be extinguished.

Today, pressure continues to mount for additional oil production in the Santa Barbara Channel. Several new oil projects have been proposed, including Venoco's plan to install a 175-foot drilling rig and drill 35 wells on the coast just above a harbor seal sanctuary and a public park in Carpinteria, ten miles south of Santa Barbara. Channelkeeper will continue to monitor and weigh in on any pending proposals to ensure that oil production in the Santa Barbara Channel is as clean and safe as possible and complies with all applicable environmental laws, so that another preventable disaster like the '69 blowout does not once again desecrate our precious coast. **W**

Out of Control

By Tracy Kuhns,
Lower Mississippi Riverkeeper

»ON JANUARY 20, 2007, sometime between 10 p.m. and 2 a.m., a tugboat hit a newly drilled oil wellhead in Bayou Perot in Barataria, Louisiana, 30 miles southwest of New Orleans. The tug operator did not stop and the well spewed oil into the wetlands until daylight before the Coast Guard was notified. By noon emergency response folks began containment.

Nearly 300,000 gallons of oil spread into Lake Salvador and cypress swamps to the north, and Little Lake, a salt marsh area, to the south. Booms were deployed and emergency response personnel went into marsh areas to 'haze' birds and wildlife out of area. Oil was cleaned from marsh, mud flats and wildlife, including alligators.

Everything, they told us, was under control. But the experience of our local



LOUISIANA BAYOUKEEPER

Broken underwater wellhead shoots oil into the air 25 miles southwest of New Orleans. Booms are used to contain oil from the January 2007 spill. In a typical spill, 80 percent of the oil sinks or volatilizes into the air. The Coast Guard considers a 20 percent recovery rate of spilled oil a success.

family fishermen tells us we need to look beyond the surface waters to the water bottom. The Barataria Basin is home to people whose livelihood and culture is dependant on the natural resources. Folks in our community fish commercially for shrimp, crabs and fish. But the basin is rich in oil, as well as seafood. Time and again oil spills occur and we are told they have been cleaned up. But more often than not, when our fisher-

men begin shrimping, their nets come up covered in oil tar. Sometimes, as happened after Hurricane Katrina, residues can contaminate seafood. If even a small amount of that seafood inadvertently hits the market it can destroy the price for seafood harvested throughout the state, causing not only potential adverse health effects to consumers, but severe economic harm to resource dependent families and communities. **W**



Lingering Harm: Oil's Toxic Legacy

By Riki Ott

»OVER 30 million gallons of crude oil blackened the waters of Prince William Sound in the *Exxon Valdez* spill of 1989. At the time, the general consensus among scientists was that the oil spill's effects on sea life would be deadly but short-term. They predicted that birds and marine mammals would suffer and die through hypothermia, drowning and ingestion through preening and grooming. Fish and other marine life in the water column would take a hit from toxic compounds that would remain at concentrations in mere parts per million parts of seawater — seemingly very low levels. But scientists believed that oil stranded on beaches and in sediments would rapidly degrade, leaving an asphalt-like substrate that was 'environmentally benign' or harmless. Wildlife would recover rapidly.

They were partially right. The *Exxon Valdez* killed more wildlife than any other oil spill in history. But the killing did not stop in 1989 and, nearly two decades later, the Prince William Sound is still struggling to recover. Ultimately, the *Exxon Valdez* unleashed a cascade of events that would change scientists' understanding of oil toxicity. Today scientists know oil is a thousand times more toxic than ever thought before.

As early as 1990, Exxon scientists heralded the 'remarkable recovery' of the sound. But government and other scientists continued to observe impacts. Pink salmon eggs, developing in oiled beaches, died in ever increasing numbers from 1990 through 1992. Young sea otter pups, first weaned from their mothers, died by the score on oiled beaches. Harlequin ducks died over winter on beaches covered in black.

This was only the beginning. In April 1993 the Pacific herring stocks crashed unexpectedly, followed

Exxon claimed it spilled 11 million gallons, but this self-reported number was never verified independently. Four years after the spill the State of Alaska released its investigation into the matter. The state estimated the spill at 30 to 35 million gallons.



Crude oil from the *Exxon Valdez* swirls on the surface of Alaska's Prince William Sound near Naked Island on April 9, 1989, 16 days after the tanker ran aground.

AP PHOTO/JOHN GAPS III

Routine Exposure

Findings of *OIL: A Life Cycle Analysis of its Health and Environmental Impacts* a study by the Center for Health and the Global Environment, Harvard Medical School:

- Occupationally-related fatalities among workers in the oil and gas extraction process are higher than deaths for workers from all other U.S. industries combined.
- Many leaks and spills occur in developing nations where safety regulations for pipelines and oil rigs are inadequately enforced.
- Gasoline and many of its additives can lead to acute and chronic toxicity, and is associated with some types of cancer.
- Groups at high risk for exposure to gasoline and its additives include: employees in the distribution, storage and pumping of gasoline; people living near refineries, transfer and storage facilities and service stations; automobile drivers who pump their own gas; people who live in houses with attached garages; and those whose drinking water has been contaminated with gasoline.



Bill Scheer, of Valdez, Alaska, is covered in crude oil while working on a beach fowled by the spill of the tanker *Exxon Valdez*. Local fishermen drafted by Exxon to staff the cleanup have suffered from an array of health effects.

AP PHOTO/JOHN CAMP III



High winds on Prince William Sound push crude oil up into an inlet on Squire Island, Alaska, April 10, 1989.



AP PHOTO/JOHN CAPS III

by the collapse of pink salmon stocks in August for the second consecutive year. Frustrated fishermen blockaded Valdez Narrows and held up oil tanker traffic for three days to bring public attention to the ailing sound. Fishermen reasoned that the fish population collapses stemmed from delayed effects on fish exposed to deadly oil when they were eggs, embryos, larvae and juveniles. It took scientists another seven years to prove fishermen were right and to recalibrate the bar on oil toxicity.

Finally, in response to mounting public pressure, scientists conducted four ecosystem studies on Prince William Sound. Two studies focused on PAHs, or polycyclic aromatic hydrocarbons. These are benzene compounds found in the supposedly environmentally benign oil. PAHs are slow-acting poisons that kill sensitive eggs and embryos, stunt growth, jam reproductive codes of juveniles and sicken adults. Today, beaches in the sound are still covered in PAHs.

These two studies, in addition to a growing body of medical studies in the 1980s and 1990s led scientists to the conclusion that PAHs had a persistent deadly effect on humans. By 1999 scientists had established the severe long-term toxicity of oil at extraordinarily low levels — 1,000 times lower than

levels previously thought safe. Medical doctors linked low levels of PAHs with respiratory problems, like asthma and bronchitis, cancer and other alterations in the DNA code, and the aggravation of heart attacks and arrhythmias.

With this evidence, U.S. EPA added 22 PAHs to its list of persistent, bioaccumulative and toxic pollutants in 1999. This deadly list also includes mercury, dioxin and lead. With the exception of PAHs, chemicals on this list are highly controlled substances with production of some, like DDT and PCBs, banned in the U.S. and elsewhere.

Like an incoming tide, PAH levels in air and water now pose a serious threat to public health and the environment. According to the National Research Council, the average PAH level in some rivers in North America approaches the range known to sicken and kill wildlife and diminish entire populations of species.

But federal laws and regulations have not kept up with the new science on oil toxicity and do not adequately protect the public and the environment. We need to treat oil as what it is, a deadly pollutant that is, quite literally, harming people, our children and all other species. **W**

Riki Ott has a Ph.D. in marine toxicology and experienced the Exxon Valdez oil spill first-hand. She is author of *Sound Truth and Corporate Myths* (Dragonfly Sisters Press, 2005) and the forthcoming *Not One Drop* (Chelsea Green Publishing, 2007), both about the long-term environmental and socio-economic effects of the spill and its legacy for society. She lives in Cordova, Alaska. www.soundtruth.info

Big Oil in the Last Frontier

By Bob Shavelson,
Cook Inletkeeper

▶▶ IN 1957 ARCO geologist Bill Bishop famously stomped his foot onto the spongy tundra of the Kenai Moose Range near Anchorage and said, “Drill here!” The era of Big Oil in Alaska had begun. The discovery of the massive Prudhoe Bay fields in 1968 on the North Slope, and the associated construction of the 800-mile Trans-Alaska Pipeline, cemented Alaska’s identity as an oil state. Today, oil revenues account for approximately 90 percent of state revenues, and not surprisingly, large multinational oil corporations — including ExxonMobil, ConocoPhillips and Shell — dominate the state’s social and political landscape.

Nowhere is Big Oil’s influence more pronounced than in southcentral Alaska’s Cook Inlet, where offshore oil platforms dump billions of gallons of toxic waste with impunity into rich fisheries each year, and where laden oil tankers ply notoriously rough and icy waters without basic navigational safeguards. On the North Slope, lap-dog agencies turned a blind eye to industry corner-cutting that has produced large oil spills and alarming rates of pipeline corrosion.

For years, Big Oil’s abuses in Alaska largely escaped public attention. That all changed the night of March 24, 1989, when the *Exxon Valdez* slammed into Bligh Reef and spilled millions of gallons of crude into the rich and productive waters of Prince William Sound (which Exxon apologists claim as a 11 million gallon spill, but the state of

Alaska estimates at three times larger). To dampen the public ire, Exxon doled out millions of dollars to fishermen and coastal residents to power spray the oil from rocky beaches. This tactic not only stripped coastal zones of all essential marine life, but also helped disperse concerned citizens throughout the spill zone, making them unavailable for organized public protests against Exxon’s criminal negligence.

But the clean-up effort produced another criminal outcome: the high power sprayers used by ill-equipped workers created airborne oil particles that generated toxic clouds that have sickened hundreds of cleanup workers. Exxon CEO Lee Raymond told oiled communities that Exxon would “make them whole,” yet 15 years after the spill, Exxon’s bevy of industry-friendly “scientists” proclaimed the sound fully recovered, despite peer-reviewed science showing lingering oil throughout the spill affected region.

Today, pervasive pockets of oil continue to bleed into the rich inter-tidal communities that support Alaska’s commercially valuable fisheries (among many other long term impacts, Prince William Sound’s prolific herring fisheries crashed shortly after the spill, and have yet to recover.) Furthermore, fishermen and communities devastated by the spill had to sue for compensation, and after a federal jury found Exxon liable for \$5 billion in damages, Exxon not only has refused to pay the settlement, but has managed to whittle the damage amount down to

The Trans-Alaska Pipeline is well beyond its 25-year design life. Oil pipelines, which carry oil under high pressure, are prone to corrosion and have a limited lifespan. In March 2006, 267,000 gallons of crude oil poured out of a corroded pipeline at the Prudhoe Bay, AK, complex for five days before being discovered. Worldwide, there are more miles of oil pipeline than railroad.



Oil, Inc.

Big Oil's influence and impacts have been sweeping for the people and cultures of the Last Frontier, but no other group has been more affected than Alaska Natives. To settle Alaska Native land disputes needed to build the Trans-Alaska Pipeline, Congress devised perhaps the most ingenious — and diabolical — experiment in social engineering in U.S. history. Rather than employ the age-old practice of displacing Natives to reservation lands, Congress instead chose a more modern form of subjugation: the corporation. Under the Alaska Native Claims Settlement Act, Congress created 13 regional Native corporations, and hundreds of local corporations, and forced them to drill, mine, log or otherwise develop their lands to turn the profits required by the corporate model. While certain corporations have fared well fiscally and returned cash to Native shareholders, the overarching intent of the law is being realized: Alaska Natives are systematically destroying or selling off the resources that sustained their cultures for centuries.

\$2.5 billion after endless appeals. Hundreds of plaintiffs in the suit have died since the litigation commenced, while Exxon raked in \$9.3 billion in profits in just the first quarter of 2007 alone.

Now, with oil and gas prices high, and the rubric of “national security” increasingly cast as a convenient veil for expanded oil drilling, the Bush administration has opened millions of acres of Alaska's frontier lands and waters. In just the past four years, the Department of Interior has opened new drilling opportunities on millions of acres of sensitive lakes, streams and wetlands on the North Slope, and even more acreage in the ice-strewn waters of the Beaufort and Chukchi Seas. Perhaps the most egregious assault is focused on Bristol Bay, which boasts the world's richest salmon runs, and which for the past 30 years had been under a presidential drilling moratorium. And of course, the Bush administration continues to press for drill rigs, pipelines and processing in the remarkably unique coastal plain of the Arctic National Wildlife Refuge.

But Big Oil recognizes few limits and accepts few responsibilities for its pollution and habitat destruction in Alaska. Yet while Big Oil needs Alaska, Alaska doesn't need Big Oil. Commercial and sport fishing opportunities still produce more jobs than the oil industry, and the state possesses the greatest potential for clean energy production and sustainable jobs in the U.S., from massive tides and prolific geothermal sources, to world-class winds and small-scale hydroelectric resources. As oil industry profits continue to soar, and as funding for schools, roads and local communities continues to fade, Alaskans are finally starting to grasp that the private corporate interest does not readily translate into better public health and welfare. And in the state feeling the disproportionate impacts of climate change, the stage is finally set for the true reforms needed to advance the best interests of all Alaskans. **W**



Remains

Almost 20 years after the ultimate manmade disaster, oil lingers on the beaches of Prince William Sound. On low tide you can scoop oil up with your fingers. Native communities can no longer practice their traditional subsistence culture and our communities float precariously. Exxon will tell you that Prince William Sound has recovered and that people here have been fully compensated for their losses. Look any fisherman or Native in the eye long enough to earn his or her trust and you will find otherwise. Families have been ripped apart, divorces, suicides, unpaid bills — this is heavy stuff. Our herring fishery, the cultural and economic underpinning of our community, is simply gone. Fishing boats sit abandoned and rotting. Folks have left, people have died. Don't get me wrong — this is a rich vibrant life that I would not trade for anything, but behind wonderfully stiff upper lips are raw hearts.

Jennifer Gibbins, Prince William Soundkeeper



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Oil Spill Preparedness Yields to Homeland Security

By Mary M. Cerullo, Associate Director, Friends of Casco Bay

»CASCO BAYKEEPER Joe Payne will never forget the day in 1996 when the oil tanker *Julie N*, loaded with 8.8 million gallons of fuel oil, struck a granite abutment as it eased through a drawbridge on the way to Portland Harbor, Maine. Nearly 180,000 gallons of oil spilled into Casco Bay, creating the worst spill in the harbor's history. Thanks to the Coast Guard's leadership in preparing the maritime community

“Beyond the noticeable changes in leadership and prevention activities, there is another troubling sign. On three occasions this past year when I tried to report spills to the Coast Guard’s National Oil Spill Hotline, the phone line was repeatedly busy. It is now also the Homeland Security Hotline.”

Casco Baykeeper Joe Payne

Coast Guard vessel passing in front of oil storage tanks in South Portland, Maine



CASCO BAYKEEPER

for such a disaster, an unprecedented 78 percent of the spilled oil was recovered. More than a decade later, the collaboration that led to the successful cleanup is threatened.

Until September 11, 2001, the Coast Guard was the lead partner in coordinating oil spill preparedness and response, trusted both by environmental groups and the oil industry. Now its emphasis has changed to Homeland Security, leaving the Coast Guard with too few resources and too many missions to work proactively on prevention. Fifty-four percent of the Coast Guard's requested budget for 2007 is allocated to Homeland Security. **W**



The North Cape

By John Torgan, Narragansett Baykeeper

» I WAS just a fledgling Narragansett Baykeeper, setting up an aquarium at the Providence Boat Show on a nasty winter Friday evening January 19, 1996, when my pager went off.

From a payphone, I learned that a board member of Save the Bay (Narragansett Baykeeper's parent organization) listening to marine radio had overheard a situation unfolding in the ocean off of Point Judith. A tug boat towing a fully-laden tank barge had caught fire and was adrift in high seas and heading for the Rhode Island coast. Not sure exactly what to do, I jumped into my car and headed for the Coast Guard station at Point Judith.

When I got there I walked in and sat down in the galley with the enlisted crew, some of whom had just returned from the scene. There had been a daring rescue of the tugboat's crew who were plucked from the unmanned barge after trying unsuccessfully to anchor it. No one knew how much oil had spilled, but early reports were of a strong odor of oil near where the tug and barge had grounded on the rocks off of Moonstone Beach, a National Wildlife Refuge. Officials began to stream into the station, including the state environmental agency director, the Coast Guard Captain of the Port and eventually the governor. I managed to greet them all and pledge our full support.

In a daze, I drove out to the access road to the beach and walked the path through the dunes, still at the height of the raging storm. On the beach, I saw nothing but blackness and massive waves. The stench, however, was unmistakable: home heating oil mixed with the saturated sea air. I headed home, knowing that the Big One had finally come.

The next few days are blurred together in my memory, although the official records tell the story. A fire in the engine room disabled the tug Scandia. The oil barge called North Cape grounded on the rocks off Moonstone Beach spilling 828,000 gallons of heating oil. The oil spread out in a sheen covering 250 square miles of ocean and flowed into estuaries and inlets coating everything with toxic oil. More than 12 million lobsters perished and scores of dead baby lobsters came up with every tide. More than 300 seabirds died, including federally-protected loons and eider ducks. The scene was horrifying.



Oil leaks from a barge and beached tugboat that went aground during a storm near Moonstone Beach in South Kingstown, R.I., on January 20, 1996. Four million gallons of home heating oil spilled into the Atlantic Ocean. The barge lacked basic safety equipment that would have prevented the accident. The owners of the barge and tug later admitted to criminal negligence in allowing the barge to be grounded after the tug caught fire and paid an \$8.5 million fine.

AP PHOTO/POOL, MARK WILSON

Massachusetts Acts

More than two billion gallons of oil are shipped through Massachusetts' Buzzards Bay annually, putting the bay at constant risk for hazardous oil spills. In 2004, the Massachusetts State Legislature unanimously passed the Massachusetts Oil Spill Prevention Act. The law, which Buzzards Baykeeper helped draft, included mandatory tug escorts and navigational routes, as well as minimum staffing on oil tankers and barges.

But in July 2006, after the federal government filed a complaint in court with support from the oil transport industry, a U.S. District Court decision struck down large portions of the Massachusetts Oil Spill Prevention Act. The ruling removed essential provisions safeguarding the shipment of oil through Buzzards Bay and deemed major provisions of the act unconstitutional. Buzzards Baykeeper has appealed the decision. Now, six U.S. states and Puerto Rico have joined Buzzards Baykeeper in its campaign to reestablish important safeguards for oil transport in Massachusetts.

A command center was established at the Old Dutch Inn in Galilee and officials from every imaginable state and federal agency showed up to assert their respective roles. The full-blown confusion stemmed from the fact that this was the first major oil spill in the U.S. since the Oil Pollution Act of 1990 passed.

My organization, Save the Bay, was designated as the official volunteer coordinator for the state. We were asked to collect names of volunteers who could be trained to assist in the wildlife rescue and damage assessment. I appeared on the local news broadcasts and appealed to the public for help. The response was overwhelming. More than 5,000 people called our office and we put hundreds to work assisting in the cleanup. For days, I alternated between giving play-by-play analysis from the beach and participating in the scientific debate in the command center. When I finally returned to the Save the Bay office, it had been converted into an oil spill communications center and I was given a hero's welcome by the staff. After some early growing pains for our Baykeeper program, I knew I was finally at home.

Despite the best efforts of the responders and our volunteers, very little oil was recovered and few animals were saved. Once the oil was in the ocean, it was pounded by storm waves and mixed throughout the water column so it could not be skimmed or boomed. While the mixture was highly toxic, most of the visible sheen dissipated after a few weeks. But the losses of lobster, clams and seabirds left deep scars in the coastal ecosystem that we are still working to restore today.

Much more significant than our efforts to respond to the spill were the legal and legislative proceedings that followed in the subsequent months and years. The Rhode Island legislature moved quickly to investigate the causes of the spill and to craft legislation designed to protect the state's waters from future oil spills. During the hearings, it became clear that the federal law and Coast Guard regulations contained loopholes that allowed unsafe and unseaworthy vessels to ply our waters. These vessels lacked not only double hulls, but did not even carry simple safety gear such as a working anchor, a spare towing hawser or an updated set of charts.

With massive public support, Rhode Island passed a new law, effectively accelerating the safety provisions of federal law in state waters. The law called for double hulls and a number of other safety requirements and also set up a spill response trust fund for future spills and restoration. Not surprisingly, Rhode Island's law was strongly opposed by the oil and shipping industries.

Fearing that the U.S. Supreme Court would ultimately strike down little Rhody's law, the law



Oil turns to thick tar when mixed with water.

was suspended as a task force was assembled to negotiate a set of rules and safety procedures that could be implemented regionally by the Coast Guard. This Regional Risk Assessment Team was led by the Coast Guard and a steering committee representing the states from New Jersey to Maine, the American Waterways Operators and environmental groups. I represented the region's environmental groups on the team. We ultimately worked out a hard-fought, comprehensive agreement that turned into a series of regional rules to prevent oil spills. Veteran Waterkeepers Joe Payne and Terry Backer helped me through that difficult process, and I am grateful to them to this day.

It has now been more than eleven years since the North Cape spill. The battles we began there still rage on, manifested in many court challenges to the rights of states to regulate and protect their ports and harbors from pollution. A 2003 spill in Buzzards Bay Massachusetts repeated much of the same process. The state of Massachusetts passed its own law (thanks to the Buzzards Baykeeper) which was then challenged by the U.S. Department of Justice.

Ultimately, all major oil spills are catastrophic events that have no happy ending or silver lining. They do, however, present windows of opportunity to change our laws, policies and practices. By working to focus public outrage and political will on real solutions, Waterkeepers play a critical and unique role in the process. **W**



Irresponsible Parties

By Maya van Rossum, Delaware Riverkeeper

▶ON THE evening of November 26, 2004, the Delaware River suffered its worst oil assault in decades. As the Greek oil tanker the *Athos I* was maneuvering into the dock in Paulsboro, New Jersey, it hit a 15-foot steel pump casing, a concrete block and an anchor on the river bottom. An almost six feet long gash and a two by one foot hole were ripped in the tanker hull. Crude oil began spilling out of the breached hull, quickly covering the river. As much as 473,500 gallons of Venezuelan crude oil, among the heaviest oils, cascaded into the Delaware. Soon, birds, other wildlife and important river and wetland habitats were coated in thick oil.

Although agencies moved quickly to address the spill, damage was already being done. The oil spread quickly, each day covering more of the river, flowing into and contaminating tributary streams and sensitive habitats. The smell of oil, an air of hurt and harm, hung heavily over riverside communities. Twenty, then 30, 40, 50, 60 miles on its way down to the Delaware Bay and the Atlantic Ocean, it spread in the form of dense slugs of tar, tar balls, sheen and oil.

Within the first 24 hours, Delaware Riverkeeper Network staff went to work creating oil spill assessment protocols and datasheets, coordinating with public agencies, contacting local volunteer monitoring groups, developing Internet resources and mobilizing and training concerned citizens. Our priorities were first, to inspect cleanup measures

and alert officials of areas in need of maintenance. Second, to identify and report oiled wildlife. Third, to track the extent and degree of contamination of oiling up the tidal tributaries of the Delaware. And fourth, to generate documentation to support a thorough and comprehensive Natural Resource Damage Assessment for the river. This assessment would hold the tanker's owners and operators responsible for the irreparable environmental harm being inflicted. Delaware Riverkeeper Network also organized, supported, informed and worked with other organizations to monitor riparian wetlands and beaches to track the dispersion of tar balls as far south as Cape May, NJ.

The Delaware Riverkeeper Network's more than 100 dedicated volunteers jumped to the cause as well. The Delaware Riverkeeper Network's decade-old volunteer monitoring program relies on committed and trained volunteer monitors to help us protect the river. So when the *Athos I* began leaking large amounts of Venezuelan crude from its damaged hull, we knew that a citizen monitoring initiative could serve as our extended eyes and ears.

In the initial weeks of the spill, Delaware Riverkeeper Network volunteers documented the effectiveness of cleanup operations, inspecting the conditions of booms placed at the mouths of tributary streams and other sensitive locations. When booms were in need of attention, the Delaware Riverkeeper used volunteer

The Coast Guard estimated that had *Athos I* been a double hulled tanker the Delaware River would have been spared 265,000 gallons of heavy crude oil.



The *Athos I* lists towards its port side in the Delaware River near Philadelphia, Sunday, Nov. 28, 2004, after the tanker spilled 30,000 gallons of crude oil.

AP PHOTO/JOSEPH KACZMAREK



Delaware Riverkeeper Maya van Rossum speaks at a press conference in July 2006 announcing the passage of the Delaware River Protection Act with (from left) Senator Frank Lautenberg, Congressman Robert Andrews, Camden Mayor Gwendolyn A. Faison and Senator Robert Menendez.

data to alert the U.S. Coast Guard and track changes over time. Volunteers continue to document locations where oiled debris has been stranded along tributary shorelines at high tide to ensure cleanup crews reach these areas. Those with birding skills are monitoring inland wildlife hotspots located outside of the immediate spill zone that were used as refuges by birds able to fly to cleaner locations. Volunteers visiting these areas to perform wildlife surveys have documented oiled birds and alerted the U.S. Fish and Wildlife Service for rescue efforts. Volunteers are also visiting public access areas along tributary streams from the mouth to the head of tide to document the scope, degree and persistence of oiling over time.

Just two weeks after the tanker began dumping its load, 119 miles of shoreline had been impacted by the spill. Of the over 1,000 birds expected to be harmed by the spill, only 190 birds had been captured alive. By the time the cleanup response was over the *Athos I* had exposed 115 miles of river, 280 miles of shoreline, 16,500 birds, as well as fish, shellfish, wildlife and a variety of important habitats to the toxic pollutant. Meanwhile, the owners and operators of the *Athos I* were shameful in their attempts to shift blame for the spill to the U.S. Army Corps of Engineers.

In January 2006, the Coast Guard released its report on the spill. According to the report, the owners and the operators of the *Athos I* did not violate any laws in their transit up the Delaware River. But the report does confirm that the owners and the operators of the *Athos I* made decisions which contributed to the occurrence of this

catastrophe. They chose to navigate the river in a single hulled tanker and they chose to come up the river lower on the tide than their predecessors. Had they made more prudent choices, this catastrophe and the horrific damage it inflicted on our environment and communities could have been avoided. The Coast Guard estimated that had *Athos I* been a double hulled tanker the Delaware River would have been spared 265,000 gallons of heavy crude oil.

Seventy percent of the oil that comes to the east coast of the U.S. comes up the Delaware River. As a result, this spill highlighted that we need stronger laws to protect our river and prevent these kinds of catastrophes in the future. Senator Frank Lautenberg and the rest of the Congressional delegation from New Jersey understood this need and acted.

In June 2005 Congress passed the Delaware River Protection Act. The new law put in place important measures that will protect the Delaware and rivers around the nation. The law secures the use of double hulled tankers on our nation's waters sooner rather than later. It raised the penalty cap that limits the amount responsible parties have to pay when their operations dump oil in a river. It creates an advisory committee that will ensure there is a focused analysis on what additional measures we can take to protect the Delaware from future spills and to consider improved response capabilities when a catastrophe does occur. Congress also recognized the unique role the Delaware plays in delivery of oil to the Northeast, its unique vulnerability and therefore the unique need it has for even stronger protection.

We need to require double hulled tankers on the Delaware today, we need to better regulate the timing of transit up the river with regards to the tides, and we need to ensure that transit takes place during daylight hours when a leak can be identified sooner by sight than under cover of darkness.

While we don't yet know the value of the natural resource damages associated with the spill, the costs for cleanup are reported to exceed \$120 million. Under the law, however, the owners and the operators of the *Athos I* will only be responsible for \$46 million. This means that they will pay well less than half of the cost of cleanup and nothing for the damages they inflicted on our river, environment and communities. The new law does not go far enough to remedy the real situation — there is still a cap on liability and single hulled tankers are still allowed in today's world. The owners and the operators of the *Athos I* are focusing their energy not on enhancing the river they damaged, but in trying to absolve themselves from the liability of paying the \$46 million they owe the people of Pennsylvania, New Jersey and Delaware. **W**



In The Heart of Brooklyn

By Basil Seggos, Chief Investigator, Hudson Riverkeeper

» FIVE MINUTES past noon on October 5, 1950, Greenpoint, Brooklyn shook with a blast from a huge underground explosion. The explosion ripped out a 10-foot section of pavement, shot 25 manhole covers into the air and shattered windowpanes on more than 500 buildings in this densely packed industrial and working class neighborhood. Fire department officials blamed the explosion on underground leaks of gasoline from the Standard Oil refinery a quarter-mile away. The explosion generated attention, but newspaper records show no further investigation of the gasoline leaks or the likelihood of a serious underground spill. The matter fell from public consciousness for nearly three decades.

Twenty eight years later, the spill was “rediscovered” when the Coast Guard spotted an oil slick on Newtown Creek during a routine pa-

trol. The spill is colossal. A 1979 report by the Coast Guard found that 17 million gallons had spilled and spread over 55 acres. The “product” lies mostly on top of the water table, in a layer ranging in thickness from a few inches to almost 20 feet. It contains a mixture of degraded gasoline, fuel oil and naphtha. The spill dates back to 1948, right before the massive underground explosion. The Coast Guard attributed responsibility for the spill primarily to the Newtown Creek refinery of the Standard Oil Company now owned by Mobil.

No enforcement action was taken by the state or federal government, despite the damning conclusions of the Coast Guard report. Except for the tireless advocacy of a small band of dedicated activists, the matter again fell from the public consciousness for another decade.

Oily water seeps continuously into the creek from the almost 60 year-old underground spill, poisoning water and exposing area residents to volatile fumes. Exxon, Chevron and British Petroleum are named in lawsuits by Hudson Riverkeeper and area residents trying to force the cleanup of a 17 million barrel underground oil spill.



Hudson Riverkeeper Chief Investigator Basil Seggos samples oily water from Newtown Creek.

GILES ASHFORD

We are often asked why one of the biggest oil spills in North America, in the heart of its biggest city, could have festered for so long without meaningful attention. The answer is as unfortunate as it is simple: few people cared about working class Greenpoint or the polluted Newtown Creek. The Greenpoint Oil Spill is a story of environmental injustice.

The Greenpoint Oil Spill is also a story of fighting back. It's a story of how ordinary citizens can use our precious environmental laws to bring massive, hostile companies to justice and force intractable government agencies to operate in the public interest.

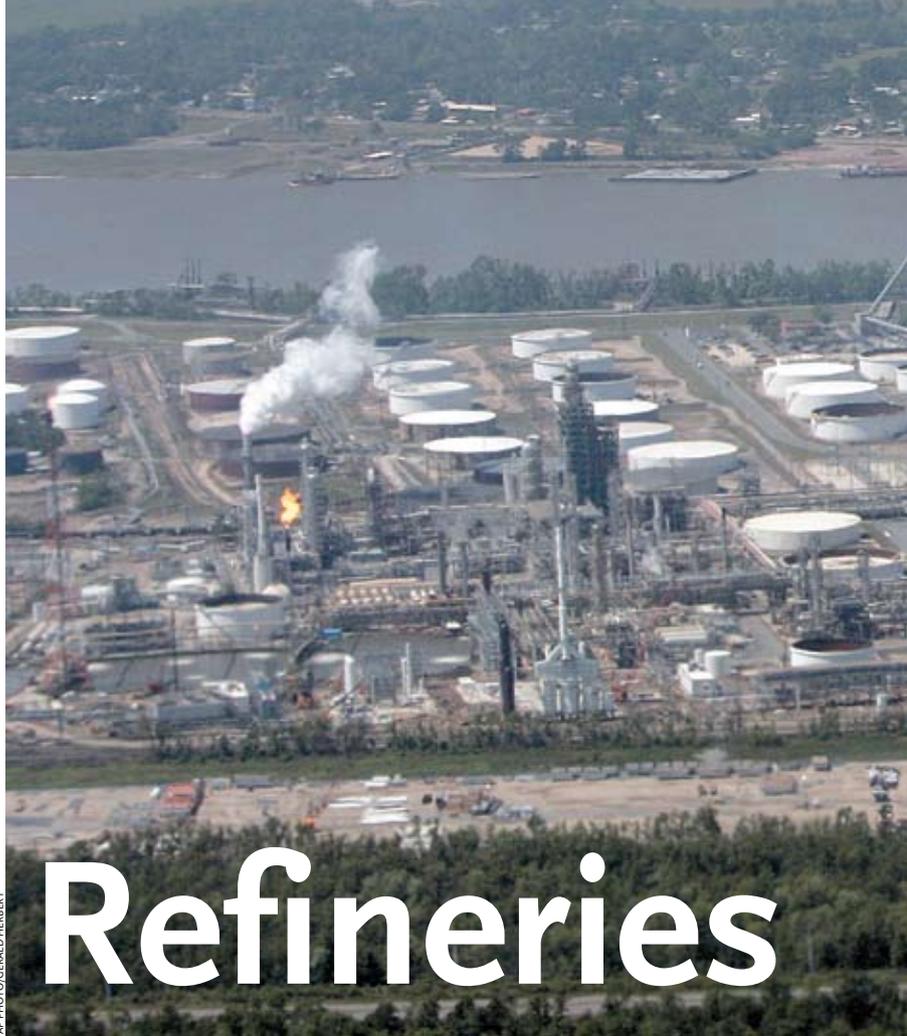
In the wake of the *Exxon Valdez* spill in 1989, the New York State Department of Environmental Conservation and Mobil finally signed a legal agreement requiring basic remediation. But the agreement failed to define any minimum standard for cleanup, allowing Mobil to use its own discretion on how to cleanup the creek. The agreement also made no provisions for cleaning the contaminated soils and sands beneath the surface. Mobil was not required to pay a single penny in penalties for the spill or compensation to the community for its devastated natural resources.

In 2004, Hudson Riverkeeper and six community activists filed a lawsuit to force ExxonMobil to fully and aggressively clean up the spill. Two City Council members, the Brooklyn Borough President and, more recently, two state assemblymen and a state senator, joined us in the case. The case is still in the discovery phase of litigation.

Based in part on Riverkeeper's investigations, several hundred homeowners above the spill, aided by activist Erin Brockovich, filed private lawsuits to force a cleanup. Riverkeeper's advocacy then helped convince Congress to require an intensive EPA study of the spill.

In 2006, New York State, which for many years had been shielding ExxonMobil, changed its tune dramatically. State environmental officials referred the case to the Office of the Attorney General for enforcement. Attorney General Cuomo filed his notice of intent to sue ExxonMobil and other companies almost immediately after taking office this January.

The spill continues to threaten the environment and the communities around Newtown Creek. For over half a century, petroleum has poisoned the water and earth beneath Brooklyn. The spill has stolen the community's natural resources, fouled its drinking water and endangered its health. None of the oil companies have taken responsible action. The story is still being written on this catastrophe, and Riverkeeper will not stop until the last chapter rewrites the over 50 years of pollution, corruption and environmental injustice impinged upon this tiny creek in the heart of one of America's finest working class neighborhoods. **W**



AP PHOTO/GERALD HERBERT

Refineries

By Brendan DeMelle

▶▶OIL REFINERIES turn oil into an assortment of more than 2,500 commercial petroleum products. The refining process involves everything from boiling and filtering to solvents and additives to turn crude oil into products from gasoline and diesel to jet fuel and asphalt for paving roads. According to the U.S. Department of Energy, there are 149 petroleum refineries in the United States operating in 33 states, and over 700 operating worldwide.

An average-sized facility refines around four million gallons of crude oil every day. In the process, refineries release more than 11,000 gallons of oil into our air, water and groundwater each day. That figure doesn't account for oil spilled accidentally or chemical byproduct pollution such as benzene and naphthalene, acid rain-producing sulfur dioxide or smog-forming particulates. Nor does it consider thermal pollution — the discharge of warm effluent into surrounding waterways — which threatens fish and aquatic ecosystems.

In the 2002 study *Oil: A Life Cycle Analysis of its Health and Environmental Impacts*, Harvard Medical School's Center for Health and the Global Environment noted that the refining and transportation of oil account for "46 percent of the estimated 3.2 million tons of oil entering the oceans each year."

Refinery pollution doesn't just impact the environment. It poses serious threats to human health, affecting the young and the elderly most severely. The same Harvard Medical School study



Shell's Norco oil refinery next to the Mississippi River.

chronicles the myriad health impacts of oil refinery pollution, particularly afflicting those living closest to these facilities — respiratory problems such as asthma and bronchitis, headaches, birth defects, leukemia and various cancers. Incidence of childhood leukemia and other cancers in children under 15 years of age have been correlated in several studies with living in proximity to oil refineries, and a recent study conducted in Taiwan noted a significant risk for leukemia in 20 to 29 year olds living near these facilities.

The risks aren't just from chronic exposure either. Accidents, fires and leaks are common at refineries and exacerbate local health effects in adjacent 'fence-line' communities. I witnessed one of these incidents first hand in 2001 while visiting the Diamond neighborhood in Norco, Louisiana (Norco being an acronym for the original operator, the New Orleans Refining Company which transformed the former cane plantation into an industrial site). Diamond, a small African American community literally sandwiched between a Shell chemical plant (25 feet from houses) and an oil refinery (12 feet from the nearest house), had sky-high rates of childhood asthma, cancers and developmental disorders. As I stood watching wheezing kids attempting to play basketball, a Shell employee ambled over to our gathering — a birthday celebration for Diamond's eldest resident — to inform us that the refinery was having a flaring incident but

not to worry, this was 'routine.' I turned to see the flaring stacks, just a few hundred feet beyond the hoops court, spewing colorful flames and smoke into the air. Maybe the scratch in my throat wasn't from the delicious Creole food after all.

We found out later the 'routine' incident had in fact been Shell's worst 24-hour flaring period that year. The Diamond neighborhood has since been largely bulldozed, the residents having fled through a bittersweet Shell relocation program which community heroes fought to secure, despite hopes that they would be able to preserve their tight-knit community. (Many of the residents descended from the plantation workers who staged America's largest slave rebellion in 1811 just yards away from Diamond.) It's hard to say who won that fight, those from the community who can now begin to heal their polluted bodies, or the company which continues polluting, and now doesn't have anybody to watchdog its operations from the fence line.

Perhaps the most embarrassing, pathetic reality is that the majority of toxic pollution belching from refineries isn't coming out the top of the stacks, but rather through leaky pipes, bum seals, faulty valves and gaskets. These ironically-named "fugitive emissions" persist despite readily available, relatively low-cost remedies. The refineries could upgrade the equipment to cleaner technologies, which have been available for decades. But they choose not to. **W**

An average-sized facility refines around four million gallons of crude oil and releases more than 11,000 gallons of oil into our air, water and groundwater each day.

Brendan DeMelle is a freelance writer living in Sweden.

Oil & Stormwater

By Jeff Odefey,
Waterkeeper Alliance

A single quart of used motor oil can cause a two-acre oil slick, and pollute a quarter of a million gallons of water.

▶▶IT'S THE everyday drips and drops that poison a watershed. We tend to react with outrage when thin-skinned oil tankers run aground on pristine beaches, coating miles of coastline with thick, toxic tar. But the impact of these isolated incidents pales in comparison to the water pollution caused by our routine use of oil and petroleum products. Because we drive cars filled with gasoline, oil and other petroleum products, and because all things flow, eventually, to the sea, our daily lives deliver more oil to the water than any other source.

Approximately half-a-million tons of oil each year are washed into our waters from driveways, streets, gas stations and parking lots. Rainfall and snowmelt carry these pollutants through storm sewers directly to our waters. The problem is compounded by unscrupulous individuals who dump used oil directly into stormdrains.

Across the U.S., the automobile reigns king. Coast to coast a silent stream of oil is taking a toll on our waterways:

San Francisco

California has long been known as the capital of America's car culture. But the Golden State's fascination with the automobile has placed an enormous cost on local waterways. The California



Department of Transportation has estimated that each year 210,000 gallons of oil leak from cars onto state highways. Stormwater carries between 5 and 10 million pounds of oil and grease into San Francisco Bay each year.

Dallas

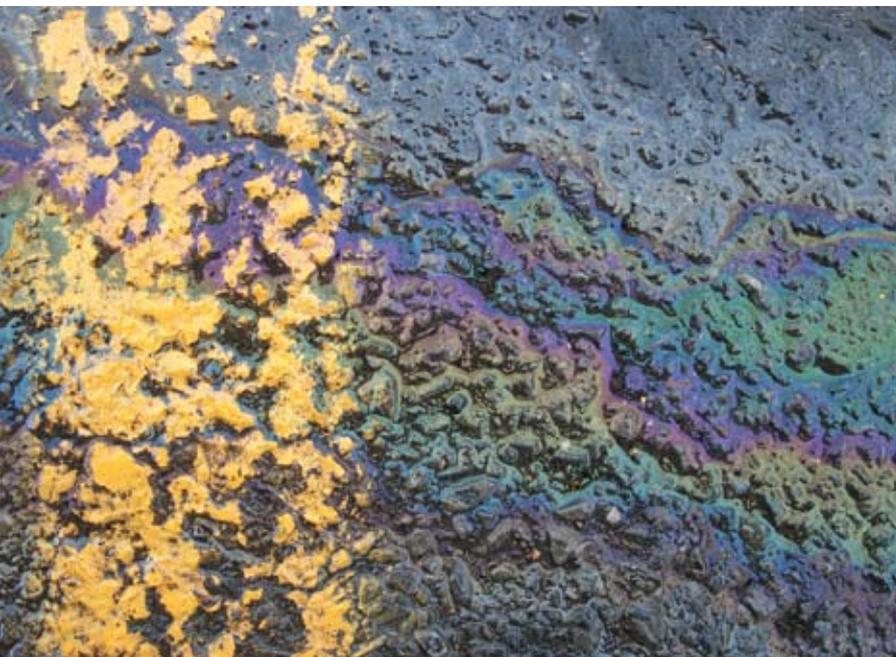
Texans generate approximately 25 million gallons of used motor oil each year. According to the State of Texas, more than 70 percent is disposed improperly, and used motor oil is one of the most prevalent pollutants found in Dallas creeks, lakes and the Trinity River.

Boston

In April of this year, Boston's Mystic River received its first ever cleanliness grade: a D, as in dirty. While this result may finally draw some much needed attention and funding to cleaning up this historic waterway, it also highlights the problems that face urban watersheds.

Solutions

While the numbers from these communities, and many others across the nation, are alarming, there is reason for hope. Local governments and civic organizations have taken the initiative to spray paint labels on storm drains, advising people that these inlets lead straight to nearby rivers and streams, and encouraging them not to dump used oil or other pollutants. These efforts seem to work — dramatically increasing public awareness, and reducing the amount of used oil intentionally dumped in this fashion. Many states require auto parts shops and garages to accept used oil for recycling, keep-



ing this valuable resource out of our waters and turning it into more sustainable product.

Municipal governments, large and small, are now required by federal regulations to create local programs to control and reduce stormwater pollution. These programs include measures that will reduce discharges of oil and grease. Some of these measures are as simple as good housekeeping: cleaning parking lots and material storage areas to prevent oil spills and developing spill response plans to cleanup accidental spills. Many are requiring that residential and industrial developers install landscape features or storm drain inserts that will capture oil before it flows into the storm sewer system and empties into our waters. Landscaping features such as greenbelts and wetlands capture and treat polluted runoff, offering both pollution treatment and aesthetic benefits. These small steps go a long way to stemming the flow of oil out of our waterways. [W](#)



Used motor oil, illegally dumped down storm drains, is a major source of water pollution.

ISTOCK

Illegal Overflow

By Robert Burns, Detroit Riverkeeper

World War II built Detroit into an industrial powerhouse. By the end of the 1940s the Detroit River was lined with large steelmaking concerns, chemical plants and auto manufacturers. Unfortunately, the same industries that drove economic growth along the river also caused an environmental nightmare along its shores. By the 1960s it was common to see large oil slicks and raw sewage. The river ran a spectrum of ever-changing colors depending on who was discharging what on any particular day. But since the enactment of the environmental laws of the 1970s the river has seen a tremendous revitalization, and once-common pollution discharges are now rare.

Then in spring 2002, the Detroit River suffered from one of the largest oil spills it had seen in decades. What began as the report of a small amount of oil in the lower Rouge River, a large industrial tributary of the Detroit, several days later turned out to be a spill estimated from 50,000 to 250,000 gallons. It spread over much of the Lower Detroit River into Canadian waters and out into Western Lake Erie. At first it was believed that the oil originated from a barge. This theory was quickly dismissed. Investigators then turned to the Rouge River area for a potential industrial source.

This was a daunting task given that within a ten mile radius there were a multitude of tank farms, refineries, large industries and industrial waste oil recyclers, all holding huge quantities of oil. Oil fingerprinting analysis determined that the oil was a combination of several different types, which made the task of tracking the source much more difficult.

Although a number of facilities received close scrutiny, the investigation languished for several years. The public grew extremely frustrated with the investigators who spent vast amounts of time and resources but could not identify the culprit. The cost of the spill's cleanup reached into the millions of dollars. And no one could explain how such a large quantity of oil could spill from a facility unnoticed.

In late winter 2007, nearly five years after the spill, a notice came into one of the few remaining investigators on the case. Someone wanted to talk. Shortly after, federal prosecutors announced the indictment of a waste oil recycling company, its former CEO and several of its employees, for wantonly discharging waste oil into a combined sanitary and storm sewer drain over a period of several years.

Although the company was not directly implicated for the spring 2002 spill, charges

against the company make them the likely suspect. The facility is located within a mile of the Rouge River and within a few hundred feet of the storm line that empties directly into the Rouge. Investigators theorize that the company dumped large volumes of waste oil into the sewer system over time. The oil backed up the system, until a rainstorm activated the sewer system's bypass outfalls. The waste oil then washed directly into the river.

This problem is certainly not unique to the Detroit River metropolitan area. Many of our large older urban areas around the country have combined storm and sanitary sewage systems, which are overwhelmed during periods of heavy precipitation. So no matter how many safeguards are put in place to handle large quantities of petroleum products, there will always be the potential for oil spill related accidents. But without very strong regulatory control, inspections and monitoring, there remains an equally dangerous risk that unscrupulous individuals or corporations will take advantage of inadequate regulatory oversight and use these systems, and ultimately our waterways, as their own personal dumping grounds. [W](#)

When it Rains, It Pours

By Hartwell Carson,
French Broad
Riverkeeper



Gas stations, parking lots, junkyards and other facilities are too often located in floodplains.

FRENCH BROAD RIVERKEEPER

FEMA estimates that more than nine million gallons of oil spilled from Gulf Coast pipelines and storage tanks during the 2005 hurricane season. The Murphy Oil spill, from damaged storage tanks, magnified the destructive force of the storms and made cleanup a toxic nightmare for more than 1,700 homes.

» IN 2004, as the driving rain from Hurricanes Frances and Ivan rushed down streams and creeks to the French Broad River, waterways flowed over their banks. The water swept through roads and homes, businesses and plenty of pollution. The velocity of flood water uprooted oil and gas storage bins, pouring their contents directly into the French Broad River. Trash, antifreeze, oil and gas, and other pollutants from the junkyards that line the French Broad River were swept downstream. The events were a strong reminder to citizens of Western North Carolina of the costs of developing in flood-prone areas.

Yet the lessons from this storm have not been realized. The French Broad River is still lined with

junkyards that frequently spill oil into the river and onto surrounding ground. The pollutants wait on the ground for the next rain and then wash off into the river. Enforcement of state laws passed after the storms to protect the floodplain has floundered. Illegal junkyards continue to spring up in the French Broad's floodplain. And these junkyards continue to crush cars along with the fluids contained inside. A recent visit to one of these facilities turned up a stream that ran with the sheen of oil. The junkyard that borders the stream has puddles of oil and gas that flow unabated to this stream.

Floodplains have enormous potential to be visual, environmental and economic resources for our communities. They protect our water quality by filtering out pollutants and provide great wildlife habitat. They offer excellent recreational areas for bike riding and walking. And economically — when transformed into greenways — floodplains have shown the remarkable ability to raise property values and revitalize neighborhoods. Our floodplains should be home to parks and recreational sites instead of junkyards and gas stations. They should be protected so that if they flood, there is little or no impact to businesses, homes or our communities.

Rains will fall and rivers will flood. We need to ensure that these events don't put our waterways at risk by toppling oil and gas infrastructure and flushing parking lots and junkyards of dangerous toxic chemicals. Getting oil out of our floodplains is a win-win for our community and all our watersheds. **W**



AP PHOTO/ALEX BRANDON

Separation of Oil and State



JIM WILEMAN / ALAMY

By Stephen Kretzmann

»IN 2005, the U.S. oil industry recorded revenues of \$1.6 trillion. *Fortune* magazine's top three most profitable industries were all oil: refining, production and oil & gas equipment. Profits for the industry totaled almost \$140 billion.

The world's most profitable industry is also one of the most polluting. For the last 100 years, oil has systematically polluted our waterways and our air. This pollution is due to negligence and disdain for environmental and safety concerns. The oil industry would rather invest in defense lawyers than in safety and compliance.

But not all of Big Oil's environmental impact is illegal. Much of oil's toll on the environment and human health is in fact perfectly legal. Why? The oil industry also writes the law. As a leader in lobbying and campaign finance they make sure that their interests are well represented in Washington and in state houses around the nation. Their influence can be seen from the weakening of pollution control laws to the suppression of scientific concerns about global warming.

But the environment for energy has changed dramatically in Washington over the last year. *An Inconvenient Truth*, legislation that proposes an 80 percent reduction in carbon dioxide emissions, and a windfall profits tax proposal threaten oil's long held lock on our government. The barriers to a clean energy transition are political, not technical. The biggest barriers to change — the most entrenched interests — all trace their roots to the oil industry.

Enforcing our laws and closing the loopholes and exemptions that oil industry lobbyists have inserted, is a good place to start holding the industry accountable. But if we're truly going to break our nation's oil addiction, we're going to have to defeat the companies, agencies, lobbyists and corporate stooges — we're going to have to demand a Separation of Oil & State.

Waterkeeper asked me to identify the worst of the worst. It was difficult; there are simply too many to name here. But these are truly the worst of the oil industry.

ExxonMobil reported that it more than doubled its lobbying expenditures last year to a stunning \$14.5 million. The company reported a record \$9.3 billion profit in the first quarter of 2007.

Enemies of the Environment

THE WORST CORPORATION:

ExxonMobil

ExxonMobil™

The biggest is also the baddest. The world's largest publicly traded and most profitable company, which brought in more than \$410 billion in revenue last year, and reported \$9.28 billion in profit in the first quarter of 2007 is still posting record-setting environmental crimes.

The company has used much of this booty to buy a close relationship with Congress, providing over \$9 million in campaign finance to federal candidates since 1990. In 2006 Exxon set a new record

for lobby expenditures by an oil company, more than doubling their previous expenditures and shelling out \$14.5 million to influence legislation and stave off the wave of consumer anger over high post-Katrina oil prices.

From Valdez to the millions of dollars funneled to the junk science of global warming skeptics to providing a lucrative new home to discredited Bush appointee Phil Cooney, anyone watching is again and again reminded that Exxon doesn't care, because Exxon doesn't have to.

But perhaps most ominous is what Exxon's got in the pipe. While they are the only major oil company that doesn't even have a token investment in clean energy, they're betting their billions on the Alberta tar sands.

THE WORST PROJECT:
Alberta Tar Sands

Squeezing oil from Alberta's tar sands makes standard crude oil look like solar energy in comparison. Each barrel of oil produced from the mixture of sand, clay and silt that holds the thick, oily bitumen requires two to four times more water than a comparable barrel of crude, and produces three times as many greenhouse gases.

Tar sands operations are destroying thousands of square miles of one of North America's last remaining wild forests, the Boreal, along with the wetlands and wildlife that depend on this fragile sub-arctic ecosystem, including many of America's migratory birds.

Most of today's tar sands production sites include massive open pit mines, some as large as three miles wide and 200 feet deep. Because only a small fraction of the oil-producing bitumen deposits are close to the surface (less than 20 percent), the rest of the deep reserves must be extracted by injecting steam underground and pumping the melted bitumen back to the surface. Once separated from the sand, clay and silt, the bitumen is a low-grade heavy oil that must undergo yet another energy-intensive refining process to turn it into a crude oil that more closely resembles conventional oil.

At 960 miles (1,538 kilometers) long the Athabasca River is Alberta's longest river and one of the few undammed rivers left in North America. Up to four and a half barrels of water are drawn from the Athabasca to produce each barrel of tar sands oil. This water ends up in huge toxic tailings ponds. Currently planned oil sands projects will increase water withdrawals more than 50 percent to 529 million cubic meters per year — more water than Toronto uses each year.

Tar Sands, Fort McMurray, Alberta, Canada



ALAMY/DOUG WILSON



Wolfowitz resigned in disgrace, but leaves a dangerous legacy of linking development money and oil.

AP PHOTO/SCOTT APPLEWHITE

THE WORST INTERNATIONAL PUBLIC INSTITUTION
World Bank / Paul Wolfowitz

Our nation, as President Bush famously said, is "addicted to oil." It turns out we're not only the main users, but the Bush administration is using our tax dollars to actively push an oil addiction in the developing world.

Every year, in a practice known as "oil aid" begun by the Reagan administration, billions in tax dollars meant to alleviate poverty are diverted to subsidize oil company operations in poor countries. In 2005, publicly backed institutions like the World Bank Group, the Export-Import Bank of the United States and the United States Overseas Private Investment Corporation provided more than \$3 billion in financing to the international oil and gas industry.

And the World Bank Group, under the leadership of Iraq war architect Paul Wolfowitz, is dramatically increasing its lending for oil. Last year we saw a 77 percent increase in oil finance from 2005 from the World Bank Group — an institution that the Bush administration and other G8 nations are pushing to play a leading role in combating global climate change. In fact, their lending for oil is increasing much faster than their lending for clean energy — which already lags far behind financing for fossil fuels.

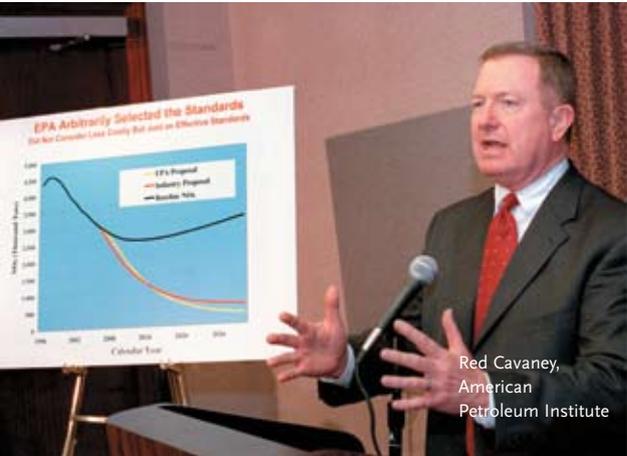
The World Bank's own Extractive Industries Review called, in late-2003, for an end to oil subsidies when it recommended that "The World Bank Group should phase out investments in oil production by 2008 and devote its scarce resources to investments in renewable energy resource development..." Tragically, the World Bank ignored this recommendation.



WORST SPIN MEISTERS

American Petroleum Institute / Red Cavaney and Richard Wirthlin

It's not a fun time to represent the oil industry in Washington. Responding to polls that consistently show the American public's strong mistrust of Big Oil, bashing the industry has become a bipartisan sport. One public relations industry insider told *The Wall Street Journal* in December 2006 that



oil's image was "in free-fall," with ratings "as low as they've been in a long time — maybe ever."

At the request of Red Cavaney, CEO of the American Petroleum Institute, enter Richard Wirthlin stage right. The former Reagan pollster is an expert in public relations campaigns for industries in crisis, having flacked for the plastic industry.

Their primary goal for the campaign, which is now in full swing on television, radio and print, is to convince the public that oil is a misunderstood giant, and that while mistakes may have been made, oil makes our American lifestyle possible. Disturbingly, API hasn't set a budget for the effort. "We will spend what's necessary to achieve the objective," Mr. Cavaney says. They certainly have plenty to spend.

THE WORST DOMESTIC PUBLIC INSTITUTION

Minerals Management Service



Bobby Maxwell, an auditor who had worked for many years for the Minerals Management Service, had the job of ensuring that oil companies were paying the federal government the royalties they owed. He discovered that the oil company Kerr-McGee Chemical Worldwide was underpaying its royalties by millions. According to Maxwell, his superiors in the federal agency discouraged him from pursuing the money from Kerr-McGee.

In 2005, Maxwell filed a lawsuit against Kerr-McGee in federal court. The suit accused the company of cheating the government out of \$7 million in royalty payments. Maxwell contended that the Interior Department ignored audits which clearly showed Kerr-McGee's wrongdoing. Soon after, the Interior Department eliminated Maxwell's job in what it termed "reorganization."

ExxonMobil, Chevron, Shell and ConocoPhillips all tried to block Maxwell's suit, arguing that the case would "open the floodgates" to suits by other federal auditors. The court, however, rejected their pleas and on January 23, a federal jury found that Kerr-McGee Corporation knowingly underpaid the federal government by \$7.56 million in royalties.

Created in 1982, the Minerals Management Service has been widely known as a revolving door with the oil industry. J. Robinson West, the Reagan era architect of the agency, is now CEO of Washington's largest oil industry consultancy PFC Energy. Since the early 1980s, every year the Minerals Management Service has proposed new drilling in our nation's coastal waters — most recently offshore Virginia and in Alaska's Bristol Bay. And since the early 1980s, every year Congress has passed a bipartisan moratorium stopping them from doing it. Isn't it about time Congress simply eliminated this Reagan era oil welfare agency?

In March 2007, Maxwell testified before the House Natural Resources Committee. According to his statement "I served the American taxpayer with over 30 years of service, including three years in the U.S. Army... My only regret is that my career was cut short due to exposing the federal government's current cozy relationship with the oil and gas industry."

Created in 1982, the Minerals Management Service has been widely known as a revolving door with the oil industry.



Ford's current car and truck fleet gets fewer miles per gallon on average today than its Model-T did 80 years ago.

ISTOCK

BIGGEST ADDICT

U.S. Auto Industry / Ford

Automobiles are the single largest consumer of oil in the U.S. If we want kick the oil habit, we need sustainable, petroleum-free transportation. Among automakers, Ford is the worst actor. Ford has the worst fleetwide fuel efficiency and the highest average vehicle greenhouse gas emissions of major U.S. automakers.

Of Ford's 68 different 2007 models, only two get better than 30 miles to the gallon in city driving. The average fuel economy for Ford vehicles is 18.2 mpg in city driving and 23.6 mpg on the highway. Since the oil crisis of the 1970s, Ford has ranked worst in overall fuel efficiency of all major automakers for 20 out of the last 30 years.

 A large, stylized orange outline of a check engine light symbol. Inside the outline, the words "CHECK ENGINE" are written in a bold, sans-serif font.

CHECK
ENGINE

The Fix is In

One glance at polls will tell anyone that the vast majority of Americans are fed up with the oil industry and hunger for alternatives. It's clear that sweeping change on the energy

front is very likely over the next five years. It is less clear whether or not the answer will increase domestic drilling, further militarize the Mideast and leave us saddled with nuclear power and liquefied coal.

Reasons for public concern are many, including rising gas prices, global warming, pollution, national security, the war in Iraq, corporate corruption, debt and poverty in developing nations and human rights abuses associated with the oil indus-

try worldwide. Not all those reasons are shared by everyone, nor is the oil industry solely responsible for all of these crises, but our addiction to oil plays a central — and negative — role in each.

The political space that has opened on oil and energy — particularly since George Bush's "moment of clarity" at the State of the Union address regarding oil addiction — is larger than it has been for a generation. But it would be a grave mistake to assume that this space meant that positive change is inevitable.

This is not the time to demand a tinker or a tweak of our energy system, this is the time to demand transformation. Our demands must be broad, bold and visionary. We must insist on a Separation of Oil & State at both the domestic and international levels. Perhaps most importantly, we must organize to ensure those demands cannot be ignored. **W**

Stephen Kretzmann is the Executive Director of Oil Change International which campaigns to expose the true costs of oil and facilitate the coming transition towards clean energy. Visit Oil Change on the web at www.priceofoil.org



»»the way FORWARD

We are like tenant farmers chopping down the fence around our house for fuel when we should be using Nature's inexhaustible sources of energy — sun, wind and tide. I'd put my money on the sun and solar energy. What a source of power! I hope we don't have to wait until oil and coal run out before we tackle that.

Thomas Edison, in conversation with Henry Ford and Harvey Firestone, March 1931.

Silver Buckshot

By Daniel Emmett

»THERE IS no simple solution to our petroleum dependence. The answer is not conservation or increases in fuel economy standards. Nor is it hybrids, plug-in hybrids or battery electric cars. It is not hydrogen or fuel cells, and it certainly isn't natural gas, biogas, biodiesel or ethanol either. The bottom line is that there is no silver bullet that will save us from our petroleum dependence and deliver us from the devastating public health effects, environmental wreckage and economic spasms caused by oil. What *is* the answer then?

All of the above. Silver buckshot.

The massive scale and urgency of the challenge demands a solution that is diverse and inclusive. No single alternative fuel or advanced vehicle technology will solve the energy equation alone. Instead we need to employ a suite of vehicle technologies, alternative fuels and conservation policies that together hold the promise of reducing oil dependence, stopping global warming and cleaning up our air and water.

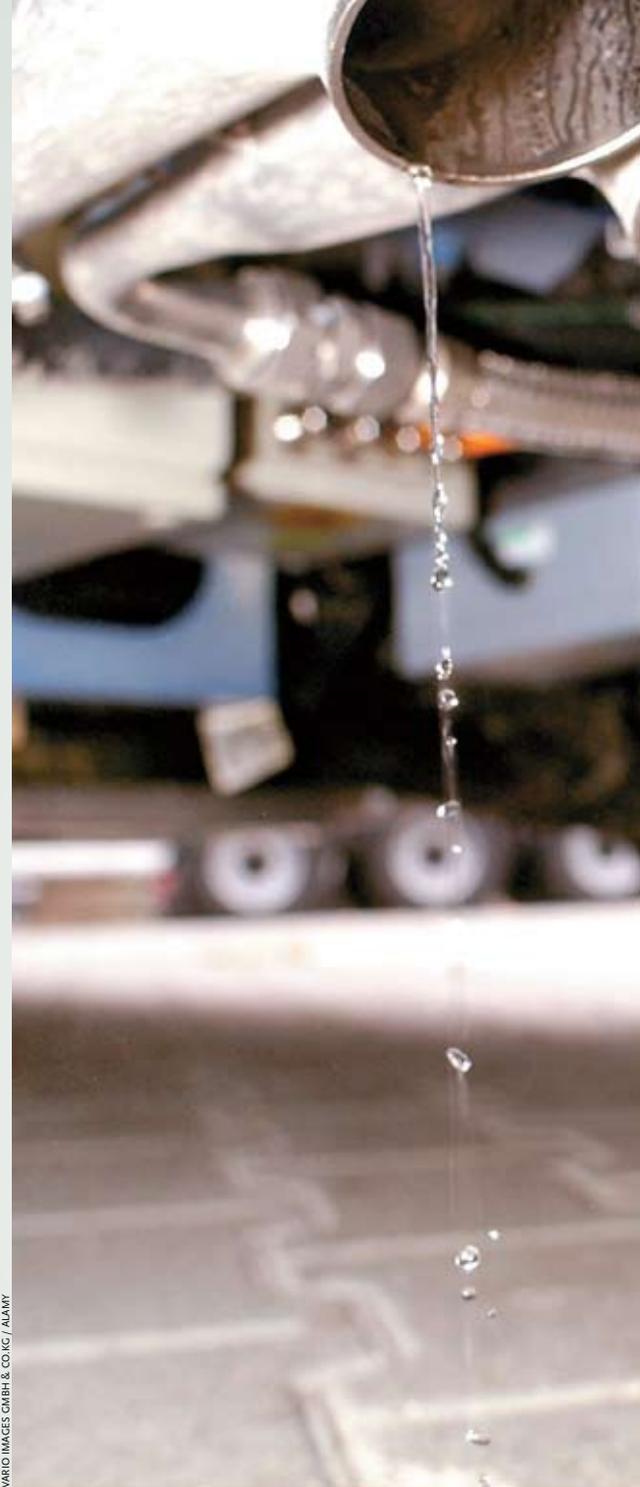
Take ethanol for example. While a promising renewable fuel that can directly replace gasoline in internal combustion engines with only minor modifications, ethanol has limitations, among them an inferior fuel economy, some increases in smog-forming emissions and competition with food crops for feedstock and arable land.

Likewise, biodiesel is a renewable fuel that replaces diesel fuel and dramatically lowers greenhouse gas emissions, but has liabilities in the form of increased air pollution and competition for land with food crops.

Hydrogen fuel can be derived from water using myriad energy sources ranging from renewable power (clean) to coal (dirty) to nuclear (scary). The same hydrogen used in a fuel cell is twice as efficient as an internal combustion engine and has zero tailpipe emissions. However, the technology is expensive and requires new fueling infrastructure.

Natural gas used in an internal combustion engine is the cleanest option on the road today in terms of criteria pollutants. But it's still a fossil fuel that needs to be extracted and imported.

Hybrids increase vehicle efficiency by capturing otherwise wasted energy from braking and return it to the car in the form of electrical power to support a conventional gasoline engine. Plug-in hybrids perform the same function. However, they have a bigger battery and an all-electric range that can result in overall fuel economy of 100 mpg. While



VARIO IMAGES GMBH & CO KG / ALAMY

these technologies dramatically increase fuel efficiency, they still rely on burning conventional fossil fuels, and even if every car magically became a hybrid tomorrow, increases in the number of new vehicles and miles traveled would erase these efficiency gains in a matter of years.

While pure battery electric vehicles have zero emissions and are extremely efficient, battery technology still remains just out of reach for automakers to deliver a vehicle that is safe, affordable and with a driving range and refueling time that would be acceptable to the average consumer.

Mass-transit is a key solution to achieving significant petroleum reductions. However, while some commuters' travel needs can be met through

Daniel Emmett is Executive Director of Energy Independence Now, a non-profit organization dedicated to developing innovative, action-oriented solutions to catalyze a rapid transition to a clean, renewable energy and transportation economy.



Hydrogen + Oxygen

Energy + H2O

The byproduct of burning hydrogen is pure water.

existing local mass-transit or commuter rail, cars and trucks will continue to remain important for individuals and for commerce.

Clearly we have a lot of options. The best way to achieve the goal of reducing petroleum dependence and its attendant problems is to deploy these fuels and technologies in tandem and in a way that maximizes their benefits, exploits their synergies and minimizes their liabilities. For example, a plug-in fuel cell hybrid fueled by hydrogen made from rooftop solar power could be a good choice in California or Florida. A plug-in hybrid burning ethanol made from organic waste could make great sense in Iowa or Idaho. Battery power might be the right choice for a taxi in Manhattan and a biodiesel big



VISIONS OF AMERICA, LLC / ALAMY

rig could be a good choice for long haul truckers.

We will need to have performance and sustainability standards for all fuels to ensure we achieve environmental benefits from a transition to alternative fuels and don't wind up backsliding on air quality or have unintended adverse impacts on water quality, biodiversity or global warming.

So the solution is really all about choice and diversity. Americans love choice. Just think about the peanut butter or cereal shelf in a grocery store. Why shouldn't we have real options when it comes to transportation fuels? And imagine if your financial advisor recommended you put all of your net worth in pork belly futures. You'd laugh, then fire her. There is strength and security in diversity whether you're talking about your investment portfolio or the future of transportation fuels.

The fueling station at the Regional Transportation Center in San Diego embodies this vision of diversity and choice. Here customers can choose from ethanol, biodiesel, natural gas, liquid propane gas, electricity, as well as conventional fuels. This vision of clean fuel choice is real and attainable. We have choices that will work for us today, and we need to demand that the energy companies, auto companies and our leaders make them available.

Taken together, better conservation strategies, advanced vehicle technologies, and a range of domestically-sourced fuels produced from renewable sources will drastically reduce our dependence on oil, address global warming and air pollution, insulate our economy from oil-based market spikes, create and expand business opportunities for farmers and industries, and protect public health. These solutions can provide relief from the damages resulting from dependence on petroleum. However, none of these solutions is a silver bullet; we need silver buckshot. **w**



RICK DOVE

Waterkeepers unload a zero emission bus at the 2006 conference in San Francisco.

WATERKEEPER YEARBOOK 2007



Acheron Riverkeeper
RITA SEETHALER
Taggerty, VIC
AUSTRALIA



Anacostia Riverkeeper
BRIAN VAN WYE
Washington, DC



Atchafalaya Basinkeeper
DEAN WILSON
Baton Rouge, LA



Blackwater/Nottoway Riverkeeper
JEFF TURNER
Sedley, VA



Cape Fear Coastkeeper
MIKE GILES
Wilmington, NC



Alamosa Riverkeeper
CINDY MEDINA
Capulin, CO



Animas Riverkeeper
AARON KIMPLE
Durango, CO



Baltimore Harbor Waterkeeper
ELIZA SMITH STEINMEIER
Baltimore, MD



Buffalo Niagara Riverkeeper
JULIE BARRETT O'NEILL
Buffalo, NY



Cartagena Baykeeper
ELIZABETH RAMIREZ
Cartagena de Indias
COLOMBIA



Development
Manager
Cate White



Attorneys Lauren
Brown and Jeff Odefey



Field Coordinators Emily Egginton
and Francisco Ollervides



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Barwon Heads, VIC
AUSTRALIA



Buzzards Baykeeper
MARK RASMUSSEN
New Bedford, MA



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Chestertown, MD



Beijing North Canal Waterkeeper
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MICHAEL MULLEN
Banks, AL



Altamaha Coastkeeper
BILLIE JO PARKER
Darien, GA



Apalachicola Riverkeeper
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Apalachicola, FL



Black Mesa Waterkeeper
VERNON MASAYEVA
Flagstaff, AZ



Canadian Detroit Riverkeeper
KEN CLOUTIER
Windsor, Ontario
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Ganga Riverkeeper, North Central
ANSHUL SHREE KUNJ
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Grand Riverkeeper
EARL HATLEY
Vinita, Oklahoma



Grand Riverkeeper, Labrador
ROBERTA BENEFIEL
Labrador, Newfoundland
CANADA



Grand Traverse Baykeeper
JOHN NELSON
Traverse City, MI



Great Salt Lakekeeper
JEFF SALT
Salt Lake City, UT



Hann Baykeeper
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SALLY BETHEA
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Upper Coosa Riverkeeper
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West Virginia Headwaters
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Melcroft, PA

WHO'S MISSING?

- Avon Riverkeeper
- Benalla Lakekeeper
- Bow Riverkeeper
- Cape Lookout Coastkeeper
- Choptank Riverkeeper
- Cooks Riverkeeper
- Emerald Coastkeeper
- Mimosa Rocks Coastkeeper
- Meta Riverkeeper
- Ouachita Riverkeeper
- Petitcodiac Riverkeeper
- Upper Lang Lang Creekkeeper
- Rio Hondo Riverkeeper
- Russian Riverkeeper
- Vieques Waterkeeper
- Yarriambiack Creekkeeper

CHAPTER SEVEN

King Cadassi's Court

By Rebecca Northan



Kai and Sirena's travels had been uneventful over the last three days. The sun was just coming up as they made their way through the marketplace outside the gates of King Cadassi's castle. Merchants were unpacking their wares and the smell of cooking filled the air. The young friends purchased a breakfast of cinnamon buns and hot chocolate for Kai and raw fish for Sirena, then sat down to fortify themselves before approaching the castle. They were just licking the last of their meals off their fingers when a kaffuffle arose at the stall nearest the castle walls. They went to investigate.

A boisterous crowd was jostling around what appeared to be a relatively new stall. Several men were busy organizing and displaying a number of large wooden casks while a red-haired man uncovered the stall's sign, which read:

CLEAN, REFRESHING WATER FOR SALE
(payment accepted in GOLD ONLY — NO EXCEPTIONS!)

Kai and Sirena gasped!

"Well don't just stand there gawking," said the man with the red hair. "If you're not buying — move along!"

Sirena was the first to break their stunned silence. "How can you do this?" she blurted. "Water shouldn't be FOR SALE. Water belongs to EVERYONE!"

"Have you seen the state of the Great River missy? No one's gonna drink that slop. The only clean water's being hauled from inland by *my* boys — they've got to get paid. Besides, I'm doing people a favor. People need to drink water. I'm saving lives," the man declared. "Now — run along!"

Sirena's face clouded over and she opened her mouth to respond when Kai grabbed her by the shoulder and dragged her towards the castle gate. "It's not worth it Sirena. Save it for the King. With any luck, we'll be in his court in no time!"

As the two approached the imposing wooden gate a royal guard barred their way. Kai immediately noticed a pair of silver shackles hanging from the guard's belt that were identical to the pair that Kai had tucked inside his shirt. He stepped forward boldly and addressed the guard.

"We're here to report a kidnapping. We're also looking for the Waterkeeper and need the King's help. Kindly let us pass."

The guard burst out laughing, "There is no way the likes of you are getting in to see the King. He's got more important things to attend to. Now scam!"

Kai could feel Sirena tense beside him. Very calmly, Kai pulled the hand shackles from inside his shirt and dangled them in front of the guard. He spoke very softly, "My friend's family has gone missing and these were all that were left behind. Now, it's possible that one of the Royal Guards may have been kidnapped with them. I think that King Cadassi will want to know about this, don't you?"

The guard blanched slightly, cleared his throat and mumbled, "Right this way."

"That's more like it," Sirena grumbled as they were ushered inside the walls of the castle.

After a silent procession down winding corridors Kai and Sirena were admitted, unceremoniously, into the King's court. King Cadassi was a tiny man with thinning, gray hair. He wore a heavy, golden crown and a jeweled ring on every finger. He lounged languidly in an enormous throne and fixed the two with a piercing stare.

"That will be all Williams," the King said, dismissing the guard. "I'm happy to attend to our little friends myself... Now children, why don't you tell me everything."

The events of the last two weeks tumbled out of Kai and Sirena — the poisoning of the Great River, the inexplicable absence of the Waterkeeper, the kidnapping of Sirena's family and their discovery of the Royal Shackles. By the end of it, both Kai and Sirena were both on the brink of tears. It was nice to finally share all of this with someone who could help.

"Well..." the King said slowly. "You two have certainly been under a lot of stress. I'm glad you came to me."

"You see Sirena, I told you King Cadassi would help us," Kai said. "You'll help us find the Waterkeeper, won't you Your Majesty?"

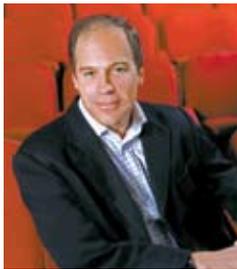
A slow smile crept across the King's face. "My dear boy — I've known where the Waterkeeper was all along. And I've taken very good care of him..." **W**



Author Rebecca Northan is an actor and director.

Hotter Than July

By John Farr



BILL ABBANOWICZ

“Walkabout” is at once art film, nature documentary and mesmerizing fable.

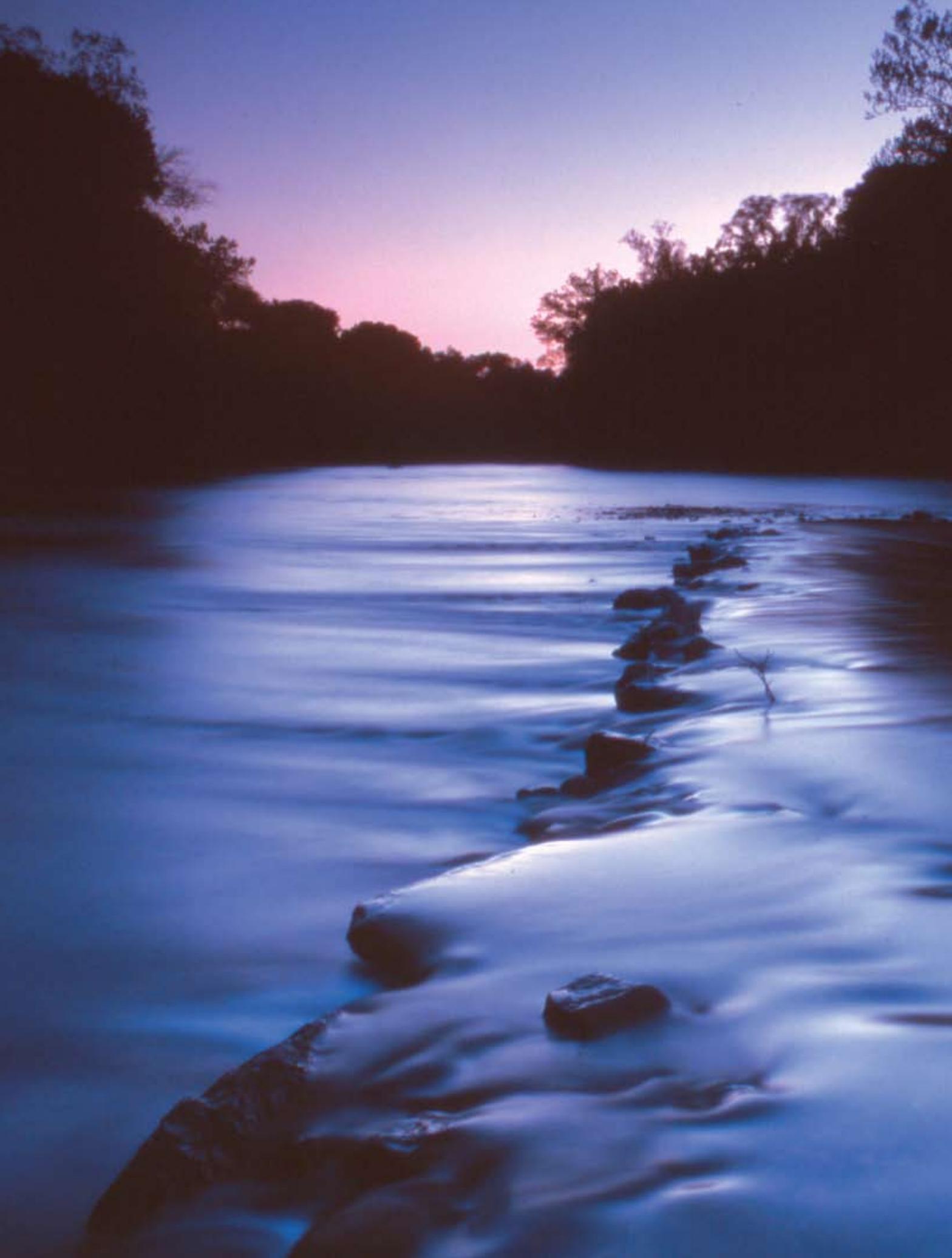
Like most people, in the dog days of summer I am attracted to water, that precious resource that seems even more so in the season’s blazing heat. And after I cool off with a swim, I find myself drawn to movies that reflect the stifling temperature — and our human condition. Here then are four sizzling films on this theme that should quench your thirst for quality indoor recreation.

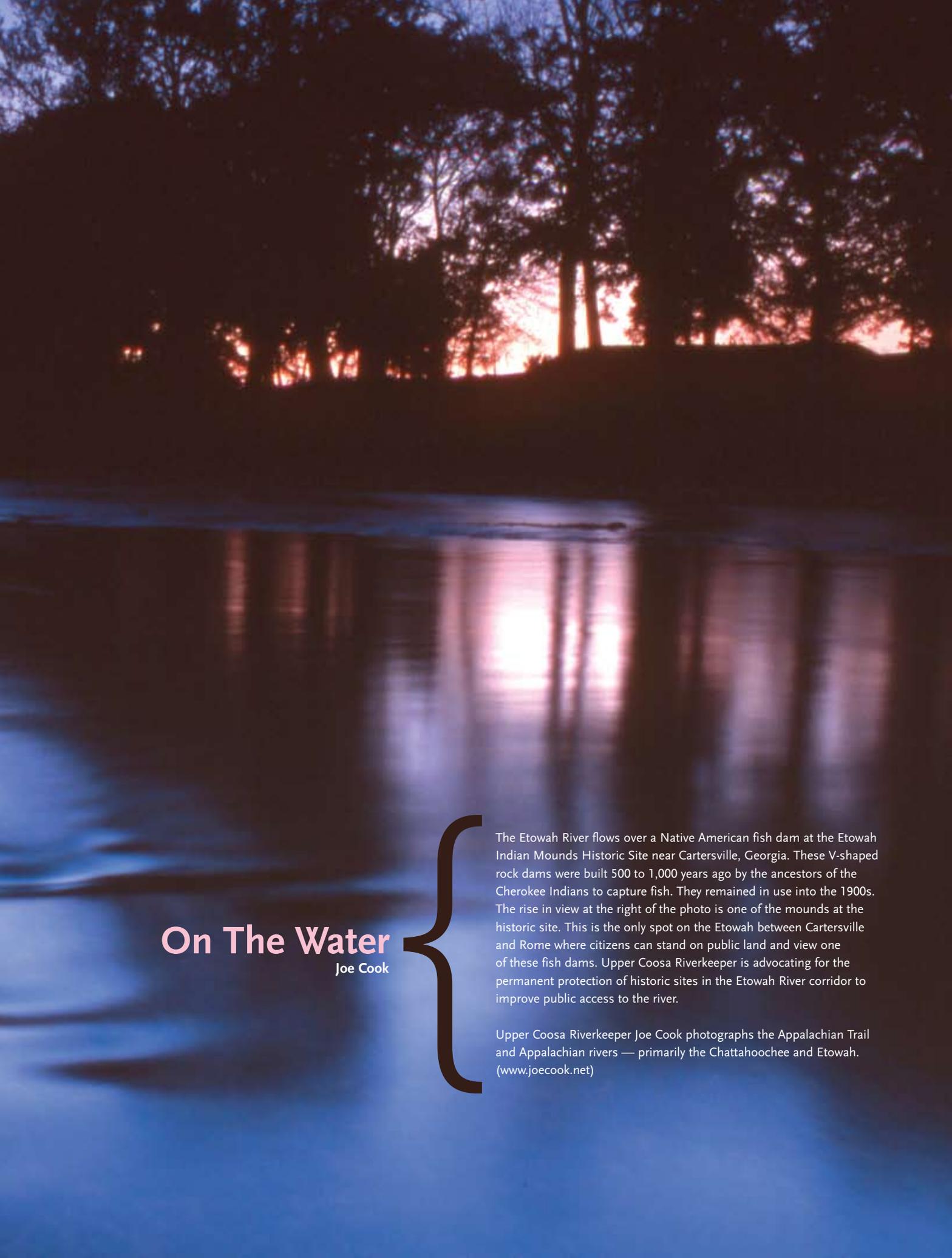
Sahara (1943): It makes sense to lead with a desert picture. In the Second World War, after the fall of Tobruk in Libya, Sgt. Joe Gunn (Humphrey Bogart) and his remaining men, including soldiers Jimmy Doyle (Dan Duryea) and Waco Hoyt (Bruce Bennett), traveling in a tank seek refuge in the blistering desert, picking up stragglers and two POWs. They are fortunate to reach a fortress which holds a limited quantity of that crucial commodity: water. A superior German force arrives. Gunn must hold them off until British reinforcements arrive. This gritty, gutsy war picture vividly evokes the risks and hazards of desert warfare, while showcasing Bogie in his prime, on the front lines of battle. The distinctive Duryea is less laconic than usual playing the loyal Jimmy, while character actor J. Carroll Naish lends poignancy as an Italian prisoner caught in a war not of his own making.

The Good, The Bad, and The Ugly (1966): Widely considered the best of Sergio Leone’s iconic spaghetti western trilogy, “Good” has now been re-mastered to pristine glory, with some lost footage re-inserted. Eastwood returns as “The Man with No Name” in this tale of three men’s desperate hunt for a cache of confederate gold along the arid Texas/New Mexico border during the Civil War. These hombres are certainly not working together, even when they appear to be. Eastwood must contend with slimy bandit Tuco (Eli Wallach), and the two men take turns leaving each other in the desert. Completing the trio is ruthless killer Angel Eyes (Lee Van Cleef). Who’ll find the gold first, and just as important, who’ll get to keep it? Yes, the film is long at three hours, but the stars, Leone’s magic camera and that famous Morricone score will still hold you hostage throughout. Wallach truly steals it as the sublimely comic Tuco in this classic western, truly worth its weight in gold.

Walkabout (1974): After a horrific incident leaves them stranded in the sweltering Australian Outback, a 14-year-old English schoolgirl (Jenny Agutter) and her younger brother flee the spot where they’ve been picnicking with their father. After days of wandering, they encounter a teenage Aborigine on “walkabout,” a coming-of-age ritual that involves surviving alone off the land. Together, the three youths embark on a journey of discovery that leaves none of them unchanged. This visually stunning, often surreal story put Roeg, a highly accomplished cinematographer, on the map as director. Interlacing jarring, primal images of the Outback terrain with the narrative of three home-grown children in the wilderness, “Walkabout” is at once art film, nature documentary and mesmerizing fable. David Gulpili, playing the kangaroo-spearer, boomerang-slinging native, is arresting to watch — especially when he performs a mating dance for Agutter. Roeg works in scenes of joy and tranquility that also highlight Agutter’s budding sexuality, a powerful undercurrent in this fascinating Australian drama.

House of Sand (2006): Lovely Áurea (Fernanda Torres) moves with tyrannical husband Vasco, a would-be farmer, and mother Dona Maria (Fernanda Montenegro) to a rundown cabin in the desolate Maranhão desert of northern Brazil. When Vasco dies unexpectedly, Áurea struggles to make a home for her aging mother and newborn in this barren, forbidding new environment. A beautifully photographed, moving saga of three generations of women, Andrucha Waddington’s “Sand” begins in 1910 and fast-forwards to 1919, 1942 and finally the Space Age, tracking Áurea’s trials with her impetuous daughter Maria (Carmilla Facundes), who longs for a life beyond the dunes. Over the decades, Áurea’s experience will be shaped by death, tragedy, war and romance with an astronomer, Luiz (Enrique Diaz), who seems to hold the promise of escape. Early on, she also receives help from Massu (Seu Jorge), one of the wary ex-slaves living nearby. Flawlessly acted, “Sand” is an ode to women’s otherworldly strength. Plus, this film truly is a family affair, Montenegro and Torres are real-life mother and daughter, and respectively, mother-in-law and wife of the director. **W**





On The Water

Joe Cook

The Etowah River flows over a Native American fish dam at the Etowah Indian Mounds Historic Site near Cartersville, Georgia. These V-shaped rock dams were built 500 to 1,000 years ago by the ancestors of the Cherokee Indians to capture fish. They remained in use into the 1900s. The rise in view at the right of the photo is one of the mounds at the historic site. This is the only spot on the Etowah between Cartersville and Rome where citizens can stand on public land and view one of these fish dams. Upper Coosa Riverkeeper is advocating for the permanent protection of historic sites in the Etowah River corridor to improve public access to the river.

Upper Coosa Riverkeeper Joe Cook photographs the Appalachian Trail and Appalachian rivers — primarily the Chattahoochee and Etowah. (www.joecook.net)

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