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This is the official newsletter of the Ocean Protection Coalition of the Mendocino Coast. The Ocean Protection Coalition is an affiliate of the Redwood Coast Watershed Alliance. The Redwood Coast Watershed Alliance is an alliance of citizen organizations on ridges, valleys and waterways of the Mendocino Coast. The Redwood Coast Watershed Alliance is also a tax exempt, IRS-approved non profit organization.



Margo Pellegrino is paddling from Seattle to San Diego to raise public awareness of the danger to our oceans.

Canoe sailor paddles for ocean protection

By Char Flum

If you didn't see the Thursday, August 19, 2010 *Advocate-News* you may have missed the article on Margo Pellegrino who paddles for ocean awareness. On Friday August 13, Pellegrino, who is paddling from San Diego to Seattle, arrived at Noyo Harbor. She paddles to promote awareness of ocean pollution, overfishing, unsustainable ocean industries, ocean acidification and plastic saturation. She stopped in Fort Bragg last month and plans to return here someday. You can follow her journey on her blog at www.seattle2sandiego.com.

She told the *Advocate-News* that she was motivated by the severe crisis the oceans of the Earth are confronted with. These come as a result of human activities such as ocean industrialization and pollution, acidification and plastic saturation. Readers who want to learn

more about the giant plastic gyre in the northern Pacific Ocean can go to Project Kaisei's website –<http://www.projectkaisei.org/>.

The following passage is from Pellegrino's website at: <http://www.seattle2sandiego.com/>

"On July 3rd I took the first paddle stroke of many more to come, as I began an incredible journey, from Seattle to San Diego, via outrigger canoe along the Pacific Coast.

"I like to describe myself as a stay-at-home mom who doesn't do a very good job at staying home. But it's really only about two months of the year where I am typically away. In each of the past three years, I have undertaken similar paddling voyages in my outrigger canoe, having journeyed nearly the entire eastern seaboard and Gulf coast west to New Orleans.

"This coastal paddling journey is my way to call attention to the need for

healthy oceans. An effective public education campaign is critical for advancing strong ocean policy. We need to ensure that a healthy oceans policy is buoyed from what legislators hear from their constituents. As a project of the Blue Frontier Campaign (http://www.bluefront.org/files/ocean_explorers.php), what I am planning to accomplish is speaking out for the oceans.

"My brand of paddling advocacy started as a simple desire to bring attention to the critical problems facing our oceans. And while this journey is part of what I am physically capable of doing in order to help heal our ocean, it could never be categorized as a singular effort. From the very beginning, it has always been a group effort every step of the way and is equally symbolic of what is required to keep our ocean

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58 pilot whales stranded on New Zealand

From <http://www.care2.com/causes/animal-welfare/blog/11-of-50-stranded-pilot-whales-saved-video/>

A pod of 58 pilot whales was found stranded on the white sands of a New Zealand beach in late August.

Most of them had died by the time locals alerted the NZ Department of Conservation (DOC). Initial attempts to refloat 11 survivors were hampered by heavy rain.

One volunteer said, "We had to identify the live whales by putting flagging tape on them, so that the people coming down onto the beach actually only focused on the live whales."

The next day after the whales were discovered, the survivors were transported by trailers and trucks to a nearby beach where rescuers and volunteers successfully returned them to sea.

There had been no sign of the

rescued whales returning to shore 24 hours later, the department said.

In 2007, 101 pilot whales were



Pilot whale photo from the internet – photographer unknown

stranded on the same beach. New Zealand DOC spokesperson Sioux Campbell said there was no explanation for why mass strandings were common on New Zealand shores.

"Sometimes what happens is one of the whales is sick and because they live in very close societies the others will follow," she said. "Sometimes they just get lost; we think that their radar

gets confused. For pilot whales, because they commonly mass strand like this, it's an irony around their name really."

The Ocean Protection Coalition wonders if this is the result of the new, more powerful military sonar being tested or used near New Zealand (readers can learn more about this at <http://www.orcanetwork.org/news/shoup.html#cwrsonar/>).

Pilot whales are members of the dolphin family but are considered by experts to behave more like whales.

OPC is very concerned about the Navy's planned five-year war games off the Pacific Northwest Coastline.

Are we going to see mass strandings of the endangered Gray Whale?

We certainly hope not. It's obvious that we need more people actively engaged in trying to stop the Navy war games.

Morocco bans use and sale of driftnets

Posted on Oceana's blog - <http://na.oceana.org/en/blog?page+1>

Here's great news in the battle against illegal fishing. Morocco has passed an amendment banning the use, possession, manufacture or sale of driftnets. Known as "curtains of death," driftnets are a type of illegal fishing gear that can be nearly 100 feet high and 12 miles long. Because they are so passive and indiscriminate, driftnets

snag whatever's in their path, including many marine mammals and other endangered species.

Fifteen years ago, the United Nations General Assembly established an international moratorium prohibiting the use of these nets and the European Union banned them seven years ago. According to the information Oceana has, in Spain drift nets have been substituted with other gear. However, hundreds of French, Italian

and Moroccan vessels continue using these nets while they receive subsidies from European institutions to shift to other gear.

The penalty for breaking Morocco's new law ranges from three months to one year in prison and fines between approximately \$550 and \$110,000. Oceana will, of course, continue to keep an eye on the use of driftnets throughout the Mediterranean, but this is certainly a huge step forward.

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resources healthy.

"While not everything thing we do, every decision we make or action we take carries the weight of the world upon it, it does carry a lot more than most people think it does. Every one of us is also a living example for everyone else around us and none more so than the children around us.

"Please follow my journey <http://www.seattle2sandiego.com/> as I'll be uploading blogs, photos and videos of the story of my adventure and others who become part of it along the way."

Margo Pellegrino and the Ocean



Margo's packed canoe

Protection Coalition (OPC) are aware of the crisis the ocean is facing. In order to honor her valiant journey, OPC is asking everyone on our lists to call your senators,

congressmen and the president asking that they support Obama's six-month moratorium on deep ocean drilling for oil and ask further that they prohibit ocean drilling permanently (see page eight of this newsletter for their contact information).

I know this community is committed to stopping ocean industrialization. We can follow through by taking a few minutes to make the phone calls to our representatives to express our concern. When the ocean dies so do we all.

– Char Flum vice chair of the Ocean Protection Coalition

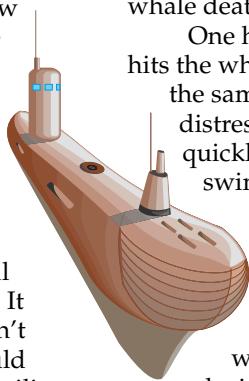
Are human-generated noises killing the oceans?

From <http://www.treehugger.com/files/2010/02/ocean-film-fest-2010-its-not-if-but-how-military-sonar-is-killing-whales.php>

Are human-generated noises killing the oceans? This is the question posed by Michael Stocker of the Ocean Conservation Research organization and Volker Barth, creator of *Sounds of the Sea* – a documentary exploring how military sonar operations are the cause of whale and porpoise strandings and deaths. See <http://ocr.org/media/video/sounds-of-the-sea.htm>

In this extraordinary film, researchers reveal the way in which sonar impacts whales' bodies and how it causes internal bleeding, deaths and strandings. It shows why the general public isn't getting the information that would change the way we think about military sonar use in the oceans. Check out a video clip from the film and a Q & A session with Michael Stocker that will focus your attention on this issue.

Sounds of the Sea explores how human-generated ocean noise is proving fatal to whales and dolphins, especially vessels that use submarine-detecting Low Frequency Active Sonar. This type of sonar causes lung hemorrhaging and sub-lethal effects like the disruption of the ability of whales to feed, breed, nurse, communicate and even navigate



effectively.

What Happens When Whales and Sonar Collide?

The documentary shows how experts have seen that many whale strandings occur in conjunction with nearby military exercises that utilize sonar, from melonheaded whales in Hawaii to orcas in Alaska. Where there are military sonar exercises, there are whale deaths.

One hypothesis is that when sonar hits the whales, it causes them to panic in the same way humans respond to distressing sounds. They surface too quickly, causing the bends or try to swim away from the noise to areas where the noises are less painful. This often means at the surface or towards shores. Whale watchers in Alaska witnessed orcas writhing in pain in the ocean during a military sonar exercise. Yet when notified about the behavior, the military simply stated that they maintained the two mile minimum distance and they weren't going to stop the exercise.

Experts have also discovered that one whale species' jaw bone - the part of their body that receives sound information - will vibrate most at the exact frequency of the military sonar and vibrate less at frequencies above or below. The rapid vibration is too fast for fatty tissue in the jaw to keep up. It then

breaks free and the tiny pieces of fat block blood vessels and internal bleeding, then death, follows.

Why Don't We Hear About This?

If it is so clear that military sonar operations are causing such catastrophic effects in whales, why isn't anything being done? Three reasons come to light immediately during *Sounds of the Sea*. First, the U.S. military controls 95 percent of our marine research funds. Researchers who find evidence that conflicts with military interests risk losing future contracts.

Second, because different whale species' jaws will resonate at different frequencies, it doesn't much matter if the military changes their sonar frequency to mitigate damage. One species will suffer less while another suffers more.

A third reason is regulations. Whales don't belong to one country and U.S. military is opposed to any international regulation on this issue. Activists feel this should be addressed under the Law of the Sea Convention, but it's a long uphill battle.

What You Can Do

Despite the fact that there is such a struggle to see action taken to change how human-generated noise impacts marine life, change is possible. You can take action at: <https://secure.nrdconline.org/site/Advocacy?cmd=display&page=UserAction&id=840>

OPC joins lawsuit against FERC

By Char Flum

The Ocean Protection Coalition (OPC) has signed on as a participant in the lawsuit against the Federal Energy Regulatory Commission (FERC). At our recent meeting, Beth Mitchell, the attorney who filed the lawsuit with others besides OPC signing on, gave a report on the progress of that suit.

Green Wave is the company that filed with FERC to obtain leases for wave energy machines off the Mendocino Coast. Green Wave didn't file for their leases in a timely manner. For this reason the lawsuit would affect their project as well.

Below is the conclusion of the law suit against FERC as presented at our OPC meeting.

Conclusion

"Petitioners submitted compelling evidence of the myriad environmental and human use factors present in the Pacific Region to FERC, as essential context for all of FERC's actions in regulating hydrokinetic projects. FERC ignored that evidence with conclusory, unsupported statements of what it may or may not do in the future.

"That approach is precisely the one taken by FERC in the NWF vs FERC case. For the same reasons articulated by the court more than 20 years ago in that case,

FERC must again be reminded that when it possesses the authority to plan before it acts and when its actions involve issuing preliminary permits for numerous projects in the context of a complex ecosystem, it should exercise that authority. FERC's reasons for not doing so are arbitrary and capricious and not otherwise supported by law, and must be rejected."

We at OPC want to thank attorney Beth Mitchell for her tireless work in protecting the environment. She has been a champion for ocean health and justice in protecting the ocean.

NRDC sued the U. S. Navy to save marine mammals from underwater noise

From the Natural Resources Defense Council – www.nrdc.org/wildlife/marine/protectingwhales.asp

Editor's note: Even though this happened in 2008 the case is still pending and is very relevant regarding the Navy's planned war exercises along the Pacific Northwest coastline that we reported on last year.

In the deep ocean, whales and other marine mammals depend on sound to communicate, navigate, find food and attract mates. Imagine what happens when a noise as intense as 2,000 jet engines blasts through the water.

That sound comes from military ships and submarines and their active sonar. Its why The Natural Resources Defense Council (NRDC) has been fighting for more than a decade for prudent safeguards – eventually taking the fight all the way to the U.S. Supreme Court.

NRDC first started pushing for safer sonar use in the mid-1990s, before evidence of its dangers became widespread. By 2000, the threat became undeniable when 13 whales of four different species stranded themselves in the Bahamas after a mid-frequency sonar exercise.

Since then, researchers have investigated numerous similar strandings around the world, and concern about sonar has risen.

Navy Admits Sonar is Harmful

Under much pressure, the Navy finally began to prepare impact statements on mid-frequency sonar in 2005. Its first environmental review, for a proposed training range off North Carolina, was so heavily criticized that Congress cut its annual funding for the range. The Navy then withdrew its plans and started over.

The Navy also admitted that training exercises off the coast of southern California posed dangers to marine life. It estimated that exercises

planned between January 2007 and 2009 would disturb 170,000 marine mammals,



mals, permanently injure more than 500 whales and cause temporary hearing impairment in at least 8,000 others.

NRDC asked the Navy to adopt specific common sense safety measures to ensure that whales and other animals would be protected during training exercises. They include:

- Refraining from using sonar within 12 nautical miles of the California coast and in certain vulnerable whale habitats.
- Not using sonar when marine mammals are spotted within 2,200 yards of a sonar-emitting vessel.
- Powering down sonar by 6 decibels during surface ducting conditions. (surface ducts are areas in the water where sound waves can be channeled, resulting in more intense exposure for whales.)
- Watching out for whales from the air and delay exercises when they're within range.

To the High Court and Beyond

In early 2008, a Los Angeles federal court ruled in NRDC's favor, requiring the Navy to implement the safeguards. The military appealed to the U.S. Supreme Court.

Arguments were heard in October 2008. A month later, the justices issued a split decision, overturning two of the six mitigation requirements imposed by the Ninth Circuit Court of Appeals.

Fortunately, the ruling left four

important safety measures in place and the Navy complied with them for the remainder of its exercises in California.

Protecting whales from sonar has never posed a threat to national security. NRDC doesn't argue that the Navy shouldn't train its sailors, only that those exercises should be undertaken with effective precautions.

It's a matter of life and death for the marine mammals who share their home with our ships and submarines.

Challenging Unsafe Sonar

NRDC has successfully pushed for the Navy to use proper safeguards around the world.

2003 – A federal court sides with NRDC, ruling that the Navy's plan to deploy low-frequency sonar across 75 percent of the world's oceans is illegal.

The Navy agrees to limit use of the system to a fraction of the area originally proposed, with limits and seasonal exclusions.

2005 – An NRDC-led coalition sues the Navy in U.S. federal court after years of attempts at constructive dialogue failed to convince the Navy to take common sense precautions during peacetime sonar training exercises. The Navy begins to conduct environmental reviews and seek permits for mid-frequency sonar training off the U.S. coasts.

2006 – Two years after an earlier exercise caused the stranding of 200 whales in Hanalei Bay, a federal court halts sonar use during the Navy's massive Rim of the Pacific exercise off Hawaii. The Navy and NRDC agree on safeguards that allow the exercise to continue.

2008 – A federal court again limits the regions where low-frequency sonar may be used, placing species-rich areas such as the Galapagos Islands and the Great Barrier Reef off-limits.

2008 – A federal court prohibits the Navy from conducting major mid-frequency sonar exercises in California without safety measures in place and rejects a White House bid to excuse the Navy from environmental compliance. The Navy appeals the decision, which goes to the U.S. Supreme Court.



Interesting facts are illuminated by BP Gulf disaster investigation

Compiled by OPC staff

Editor's note: Lack of confidence has hurt BP in the race to drill in the Arctic but other companies are vying for the chance. OPC staff compiled the following group of short interesting articles that came out after the BP disaster

The London Guardian reported that British Petroleum (BP) has been forced to abandon hopes of drilling in the Arctic, currently the center of a new oil rush due to its tarnished reputation following the Gulf of Mexico spill.

The Guardian article also said that while BP has current interests in drilling in the arctic region, it may have to sell them off to pay expected liabilities from the Gulf disaster that are expected to total as much as \$30 billion. <http://www.guardian.co.uk/environment/2010/aug/25/bp-arctic-greenland-oil-drilling>

According to the Wall Street Journal, BP internal documents, hours of public testimony before a joint Coast Guard Interior Department panel and interviews with dozens of witnesses to the disaster have been reviewed. Right before the blast at the deepwater oil rig, BP skipped a cement test and didn't fully circulate drilling fluid.

<http://online.wsj.com/public/page/gulf-oil-spill.html>

According to the New York Times there are lingering questions left from the hearings on BP's Gulf oil gusher.

Even after dozens of witnesses, a hundred hours of testimony and three months of investigation, a chairman of a federal panel exploring the Deepwater Horizon disaster admitted Wednesday that he still lacked a simple



Oiled pelicans following the BP Gulf disaster - internet photo

fact: Who was the top authority on the oil rig when it exploded? Haliburton, BP and Transocean (the three oil corporations involved with deepwater) are all pointing fingers at each other. <http://www.nytimes.com/2010/08/26/us/26hearings.html>

The White House Gulf Oil Spill Commission had its second public meeting yesterday and concluded that blame for the BP oil spill should be shared by the drilling industry and inept government regulating agencies.

The Oil Spill Commission cited evidence that government regulators, BP and other offshore drilling companies were aware of the risk of a large well blowout, *and chose to ignore that risk*. The result was the BP oil spill, the

largest accidental offshore oil spill in history.

Former U.S. Senator and commission co-chairman Bob Graham pointed a finger at the Obama Administration for its failure to consult impartial scientific and engineering experts before its decision this past March to expand offshore drilling.

Graham also indicated that the commission may call for legislation that would force the Interior Department, as a government regulating agency, to consult with the National Oceanic and Atmospheric Administration (NOAA) and the White House Council on Environmental Quality before making policy decisions.

The Commission also questioned the regulating agencies' cozy relationships with the very industries they are supposed to be overseeing. Incorporating required scientific expertise into the equation might help prevent future oil spills and other similar disasters.

Source: <http://buildaroo.com/news/article/us-oil-spill-commission-government-industry-blame/>

According to CNN, more than 80 percent of the BP oil gusher is still in the Gulf of Mexico. The oil dispersant used by BP might have caused the coagulated oil to sink into a deep canyon off the coast of Florida where it is toxic to phytoplankton and other marine life.

Meanwhile a new oil rig explosion has rocked the Gulf of Mexico less than 200 miles from the BP disaster. None of the workmen on the platform were harmed according to the Coast Guard which successfully rescued all 13 of them.

Watershed volunteers needed

The Ocean Protection Coalition has received a letter requesting help from the AmeriCorps Watershed Project.

On Saturday, September 11, 2010 from 10 a.m. to 2 p.m. at Russian Gulch State Park in Mendocino, AmeriCorps members in collabora-

tion with the State Parks are holding an Invasive Plant Removal. Volunteers will remove invasive plant species from various areas in the park.

Wear layers and closed toe shoes, bring a water bottle and work gloves. Meet in front of the Recreation Hall at Russian Gulch State Park. A free day

pass will be provided to all volunteers and Breakfast and lunch.

So please come help the community and meet some new friends. It's a great way to help the parks and the watershed that feeds into our ocean.

Call Amber or Julie Coombes at 707 964-1491 with any questions.

Oil lobbyists shouldn't write California's environmental laws

by Dan Bacher

Catherine Reheis Boyd (chair of Governor Arnold Schwarzenegger's Marine Life Protection Act (MLPA) Blue Ribbon Task Force for the South Coast), apparently believes that oil industry lobbyists should not only oversee the implementation of California environmental laws, but write them as well. Schwarzenegger's "marine guardian," the president of the Western States Petroleum Association (WSPA), told Sacramento Bee reporter Rick Daysog the following in reference to AB 32 (the Global Warming Solutions Act of 2006).

"I'm not going to say we love this thing, but if that's the way the state wants to go, we want to make sure that we write regulations that we can comply with and are feasible to do," Regis Boyd said.

The Legislature and public officials, not oil lobbyists, are supposed to write laws! Yet now Reheis Boyd considers herself charged with writing California's environmental laws as well.

Schwarzenegger appointed Reheis Boyd, an oil industry lobbyist, to chair the MLPA Blue Ribbon task force for the South Coast.

She was willing to kick Indian tribes, fishermen, divers and seaweed harvesters off the water to create so-called Marine Protected Areas (MPAs) yet she proclaimed numerous times in recent months the need for new oil drilling off the California coast. She does this as the worst environmental catastrophe in U.S. history, the BP oil gusher, even though finally stopped, continues to ravage the Gulf of Mexico and its fishing communities.

Reheis-Boyd was apparently installed on three MLPA panels (she's also on the North Coast Blue Ribbon Task Force) to make sure that marine reserves don't intrude upon the oil industry's present oil drilling operations and future plans. Calling for new oil drilling off the California coast doesn't seem like marine protection to me.

For example, in her latest commentary on the petroleum association's website (<http://www.wspa.org/>) she said, "WSPA has not taken a position on specific offshore projects. But we have been vocal about our views that California businesses and consumers would benefit from development of the huge reserves of petroleum off the California coast, in both state and federal waters."

Then, on June 22, in an op-ed on the Noozhawk website (http://www.noozhawk.com/opinions/article/062210_catherine_reheis-boyd), Reheis-Boyd tried to gloss over the public outrage over the BP Gulf oil gusher by saying the oil industry had a "very good" safety record.

"We realize that recent events in the Gulf of Mexico have shaken public confidence in our industry's ability to produce oil safely," said Reheis-Boyd. "However, our industry's safety record around the world, around the United States and here in California has been very good."

She should try telling the fishermen and residents of Gulf Coast communities devastated by the daily carnage in the BP disaster about the oil industry's "very good" safety record. She doesn't care about these communities, any more than she cares about the coastal Indian tribes, fishermen, divers and coastal communities threatened by false marine protection.

The MLPA was a landmark law signed by Governor Gray Davis in 1999. Under Schwarzenegger, the MLPA Initiative has nothing to do with marine protection. Oil drilling, water pollution, wave energy projects, habitat destruction and all other human uses of the ocean other than fishing have been completely taken off the table. The panels that designate marine reserves are overseen by oil industry, marina development, real estate and other exploitative interests.

The most shameful thing about this process is how the representatives of "Big Green" environmental groups such as the Natural Resources Defense Council, Ocean Conservancy and League of Conservation Voters

have shamelessly greenwashed Schwarzenegger's MLPA fiasco. They have continually claimed that it's an open and transparent process.

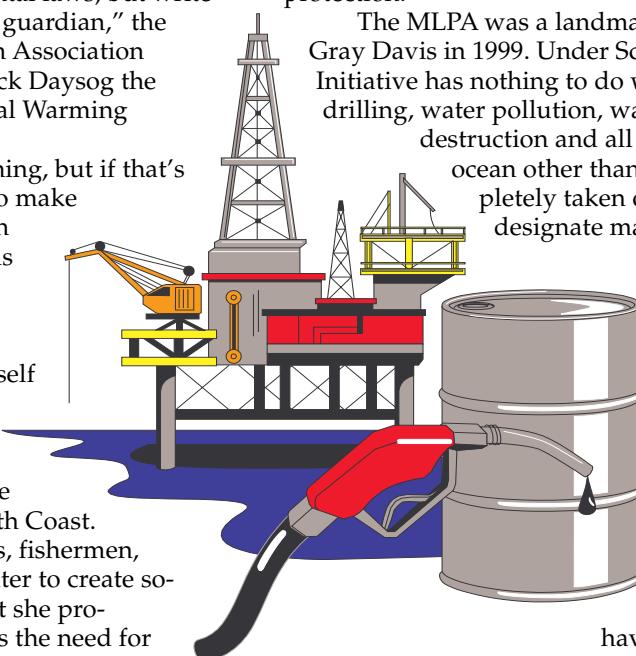
They apparently think that there's nothing wrong with big business interests dominating what passes for marine protection in California.

The MLPA was designed to protect ocean resources. However, tribal leaders in the Coastal Justice Coalition say the current initiative is an attempt by the Schwarzenegger administration to greenwash his legacy. In a protest challenging MLPA officials, 40 members of local American Indian tribes took over the MLPA Science Advisory Team meeting in Eureka on June 29. They demanded that they not be blamed for the decline in ocean fisheries.

"We gathered and harvested the ocean's bounty for thousands of years in a sustainable manner," said Frankie Joe Myers, a Yurok ceremonial leader and member of the Coastal Justice Coalition. "For California to blame the tribes for it's reckless mismanagement of our fisheries for the last century is simply appalling."

The MLPA, funded privately by the Resources Legacy Fund Foundation, paves the way for deepwater oil drilling off the California coast. Meanwhile it tries to kick tribes, the stewards of the ocean for thousands of years, off their traditional gathering sites on the coast.

The MLPA represents elitism, racism and environmental injustice at its worst. Tribes, fishermen, seaweed harvesters and environmentalists will continue to resist this insidious program to privatize the oceans!



Ocean Conservancy joins Project Kaisei research expedition

From Ocean Conservancy media contact
Kelly Ricaurte -
media@oceanconservancy.org

The Ocean Conservancy has joined the Project Kaisei Expedition to the North Pacific Plastic Gyre. The expedition's purpose was to research marine debris threatening our ocean, dispel myths and help inform science-based solutions to combat marine pollution.

The Ocean Conservancy provided science capacity to the voyage. This launched 25th anniversary of the International Coastal Cleanup by conducting cleanup at sea and collecting marine debris data from the North Pacific Gyre.

The second Project Kaisei expedition was launched with Nicholas Mallos, a marine scientist and member of Ocean Conservancy's marine debris program team aboard. Its destination was the North Pacific Gyre, an area located between California and the Hawaiian Islands where trash from around the world is trapped by four converging ocean currents, creating large areas of debris accumulation. See <http://www.projectkaisei.org/>

Project Kaisei is an ongoing ocean cleanup initiative of the Ocean Voyages Institute <http://www.oceanvoyagesinstitute.org/>. The Institute is testing ways to remove plastic from the ocean and find alternative uses for the trash.

The voyage will collect debris samples from the Gyre for scientific analysis, with the aim of advancing understanding of debris accumulation in this part of the Pacific and its impact on marine ecosystem health.

Mallos will record trash items he finds on data cards and return them to the Ocean Conservancy. Volunteers around

the world will do this during International Coastal Cleanup day, September 25th.

"Marine debris is one of the greatest pollution problems we face, and the North Pacific Gyre has captured media attention and the public imagination,"



Project Kaisei ship sails toward the Pacific Gyre.

Mallos said. "Yet we still have much to learn about concentrations of debris in the ocean and the impact such accumulations have on the marine ecosystem. I'm pleased to be part of a voyage that will help advance our understanding of this aspect of the marine debris challenge and I look forward to contributing to the science capacity of Project Kaisei's team."

For 25 years, the Ocean Conservancy has organized the International Coastal Cleanup, the largest volunteer effort of its kind to advance ocean health. The Ocean Conservancy's participation in the Project Kaisei voyage is part of its work to advance science-based solutions to the threat marine debris poses to ocean health.

"The issue of plastic proliferation in our global oceans is urgent. It requires action both on shore and at sea in order to bring about lasting solutions," said Mary T. Crowley, Ocean Voyages Institute

executive director and Project Kaisei co-founder. "We're enthusiastic and excited to collaborate with Ocean Conservancy by having Nicholas join us onboard the Kaisei for our 2010 expedition. The Ocean Conservancy has a proven track-record of collaborating and inspiring individuals and organizations around the globe into taking action through its International Coastal Cleanup events. This collaborative approach is needed for developing lasting solutions to the issue of marine pollution."

Mallos' participation in the Project Kaisei expedition is funded by The Coca-Cola Company. Coca-Cola has a multi-year partnership with the Ocean Conservancy. It's aimed at examining the marine debris problem, finding solutions and educating the public about behavior changes that can eliminate litter.

The data from this voyage and the upcoming International Coastal Cleanup will help build understanding of the problem of debris in the ocean and how it impacts wildlife and coastal economies. Ocean Conservancy uses that information to produce the world's only annual country-by-country, state-by-state index of the problem of marine debris.

The report is shared with the public, industry, and government officials as we work together to end the problem of marine debris. Over the last quarter-century, the International Coastal Cleanup has grown from a single cleanup on a Texas beach to a worldwide movement to end the threat of trash in our ocean – our life support system. Since 1986, more than 7.8 million volunteers have removed and documented 135 million pounds of debris threatening our ocean, lakes and rivers. To find a 2010 Cleanup site near you, visit <http://www.signupcleanup.org/> and search on a world map or choose by town or zip code.

Coastal cleanup day needs volunteers September 25

The 26th Annual California Coastal Cleanup Day will be held on Saturday, September 25, 2010 from 9:00 a.m. to noon. Volunteers are needed to help clean our Mendocino County beaches, rivers, and creeks during this international event!

Bring your friends and family to one of over 25 coastal cleanup locations, stretching from Westport to

Gualala, or to several Willits and Ukiah locations to help clean and protect our environment.

Cleanup locations near Mendocino include: Russian Gulch Beach, Big River Swimming Holes, Big River Beach, and Van Damme Beach.

For a map and volunteer information for individual sites, visit

<http://>

www.mendocinolandtrust.org/index.php?Stewardship:Coastal_Cleanup_Day

Volunteer groups are asked to register for a Cleanup site prior to the event. For additional information or to volunteer, contact Coastal Cleanup Day Coordinator Jenny Hall at the Mendocino Land Trust at 707-962-0470 or jhall@mendocinolandtrust.org.

Write Your Officials

President Barack Obama – The White House, 1600 Pennsylvania Ave., Washington, DC 20500, (202) 456-1111, FAX (202) 456-2461, web - <http://whitehouse.gov>

U.S. Senator Barbara Boxer – District Office: 1700 Montergomery St., Suite 240, SF 94111, (415) 403-0100, FAX (202) 224-0454, mailing address: 312 N. Spring St., Suite 1748, Los Angeles 90012, web – <http://boxer.senate.gov>

U.S. Senator Dianne Feinstein – 331 Hart Senate Office Building, Washington, DC 20510, (202) 224-3841, FAX (202) 228-3954; District Office for state and local issues: One Post St., Suite 2450, San Francisco 94104, (415) 393-0707, web – <http://feinstein.senate.public.gov/public>

Rep. Mike Thompson – 1st District, 231 Cannon Office Building, Washington, DC 20515, (202) 225-3311, FAX (202) 225-4335; Coast representative, Heidi Dickerson, 430 N. Franklin St., P.O. Box 2208, Fort Bragg, CA 95437, 962-0933, FAX 962-0934, web – <http://mikethompson.house.gov>

Gov. Arnold Schwarzenegger – State Capitol, Sacramento 95814, (916) 445-2841, FAX (916) 558-3160 web – <http://gov.ca.gov>

State Sen. Patricia Wiggins – Senate District 2, Capitol Building, Room 4081, Sacramento, CA 95814 (916) 651-4002, FAX (916) 323-6958; Field Rep. Kathy Kelly, Ukiah office 200 S. School St., P.O. Box 785, Ukiah, CA 95482, 468-8914, FAX 468-8931, web – <http://dist02.casen.govoffice.com>

Assemblyman Wesley Chesbro – Assembly District 1, State Capitol, P.O. Box 942849, Sacramento, CA 94249-001, (916) 319-2001, FAX (916) 319-2101; Ukiah Field Rep Ruth Valenzuela, 311 N. State St., Ukiah, CA 95482, 463-5770, web – <http://democrats.assembly.ca.gov/members/a01>

Mendocino County Board of Supervisors: 1st District, **Carre Brown**, 2nd District, **John McCowen**; 3rd District, **John Pinches**; 4th District, **Kendall Smith**; 5th District, **David Colfax**. County Administration Center, 501 Low Gap Rd., Rm 1090, Ukiah, CA 95482, 463-4221, FAX 463-4245, web: <http://co.mendocino.ca.us/bos/>

Fort Bragg City Council: Contact at: City Hall, 416 N. Franklin St., Fort Bragg, CA 95437, 961-2823, FAX 961-2802 council@fortbragg.com

Mayor Doug Hammerstrom – dhammerstrom@fortbragg.com

Vice Mayor Dave Turner – dturner@fortbragg.com

Meg Courtney – mcourtney@fortbragg.com

Dan Gjerde – dgjerde@fortbragg.com

Jere Malo – jmelo@fortbragg.com

OPC Needs You

STOP OCEAN INDUSTRIALIZATION



Go Environmentally Safe, Clean Energy NOW
Ocean Protection Coalition

The Ocean Protection Coalition is a non profit group originally formed to prevent offshore oil drilling off the Mendocino coast.

Now our coastline is threatened by the Minerals Management Service's five-year plan with offshore lease sales.

We are also facing two new threats. The Federal Energy Regulatory Commission (FERC) is granting wave power preliminary pilot projects off the Mendocino, Eureka and Ventura County coastlines.

If that wasn't bad enough, now the United States Navy wants to conduct a five-year training exercise in what it calls the Northwest Training Range Complex. This will threaten ocean waters from the Canadian border to the Humboldt/Mendocino county line and beyond. The navy wants to conduct expanded sea and air warfare training and weapons development activities on more than 120,000 nautical square miles off the Pacific Northwest coastline. The navy's weapons training and development activities include bombing, the placement of hundreds of sonar buoys, live firing of guns, missiles, torpedoes and the release of a number of toxic chemicals and substances into the ocean. These include phosphorus, tuolene, depleted uranium and unexploded ordnance containing chromium, chromium compounds and many more.

The Navy acknowledges that half a million marine mammals, mostly whales and dolphins could be harmed by the many explosions and especially the sonar. The Gray Whales will have to navigate through this horror 10 times during their migrations to Mexico and back during the navy's five-year war exercises.

OPC is fighting to stop the militarization and industrialization of our oceans. We need your support and help now! We need you to circulate petitions against the destruction of the oceans. We need your written letters to flood the halls of Congress and the White House. We need you at our demonstrations and need you to attend meetings both ours and regulatory agency ones.

We will use the OPC News to give citizens updates on threats to the ocean and our coastline. Please sign up to subscribe for hard copies of the OPC News and pass them around. You can also contact us at: smallpigstudio@hotmail.com to get on our list serv and receive the OPC News electronically.

OPC is a small organization with minimal funds to carry on our important work. If you are able to donate even a small amount, it will be gratefully accepted. Please send your donations to: The Ocean Protection Coalition, P.O. Box 1006, Fort Bragg, CA 95437. We are a non-profit organization. If you would like more information about our group or meeting time and place, please call 964-5035.