

From: [RAKD Ladd](#)
To: [House State Affairs](#)
Subject: HB74: Repeal Ocean Rangers Program- Written PUBLIC TESTIMONY from an Ocean Ranger
Date: Tuesday, February 18, 2020 12:43:32 PM

Dear Honorable Alaska Legislators,

My name is Alan Ladd and I have been honored to represent the interest of the people of Alaska for the last 6 summer seasons as an Ocean Ranger. I am a former U.S. Coast Guardsman and presently a First Engineering Officer in the U.S. Merchant Marine sailing on vessels of any horsepower.

In 2016, a federal judge placed the Carnival Corporation on probation and fined them \$40 million for widespread pollution and obstruction of justice. Carnival has a proven history of getting caught committing environmental crimes dating back to 2002 when they plead guilty to numerous felonies for discharging oily waste into the oceans. In both 2002 and 2016, Carnival plead guilty of routinely falsifying its oil record books in order to conceal its illegal discharge of oil into the seas. Knowing this, Jason Brune is campaigning to eliminate the Ocean Ranger Program, which is the shoes on deck, eyes and ears of the people of Alaska, in exchange for a single, one-time DEC inspection. Then after this inspection, simply set them free to roam Alaska. Somebody beam me up!

As part of the felony plea agreement in 2016, eight Carnival cruise line companies (Carnival Cruise Line, Holland America Line and Seabourn Cruise Line Ltd.) were placed under a court supervised Environmental Compliance Program for five years.

All of the above cruise lines will be well represented in Alaska this year and when I listen to Mr. Brune try to justify the elimination of the Ocean Ranger program because it isn't "fair", somehow, to have 24/7 Ocean Ranger monitors onboard I say, "What's fair to the Alaskan people and their environment?" DEC proposes one annual inspection and then waves good bye to these floating cities, as they depart Juneau, saying "Go and sin no more".

The other DEC proposal is the electronic monitoring of discharge valves and as to whether they are "open" or "closed" and knowing the geographical location related to this. Even if this system could be implemented, it does not indicate what product is actually being discharged overboard or the chemical or biological condition of that product and that should be and is, the greater concern.

Very Respectfully Yours,

R. Alan Ladd

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