

Arrow Launch Service, Inc. Responses to
UTC Staff Data Request Nos. 1-3
Docket No. TS-160479
October 14, 2016
Respondent: Jack L. Harmon, Jr.
360-457-9617 ext. 201
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**DATA REQUESTS DIRECTED TO: Arrow Launch Service, Inc.
REQUESTED BY: Scott Sevall**

UTC STAFF DATA REQUEST NO. 1:

Please provide copies of all data requests submitted to you by any party to this proceeding and your corresponding responses to those data requests.

ALS Response to Data Request No. 1:

No data requests have been propounded by Arrow Launch Service, Inc. (“ALS” or “Arrow”) to date. Any prospective Data Requests would of course be served on Staff as required by WAC 480-07-405(2)(b).

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UTC STAFF DATA REQUEST NO. 2:

Excluding the instance referred to in exhibits RSE-5 and RSE-6, has Arrow Launch Service, Inc. ever contracted, chartered, or had an agreement with a third party to provide launch service on behalf of Arrow Launch Service, Inc.?

ALS Response to Data Request No. 2:

No. ALS, on the occasion referenced in RSE-5 and RSE-6, implemented a time charter relationship with Island Commuter Service, LLC to alleviate a potential surge in customer demand. Regarding the referenced seaman personal injury case from 2000 featured by MEI, Arrow also notes the following:

That case occurred 16 years ago, and was founded on theories of comparative negligence of the parties, including the Plaintiff, and was “settled and dismissed without prejudice, fines or fees.”

In its testimony, MEI strategically fails to acknowledge that, in June 1999, the Olympic Pipeline explosion occurred in or near Bellingham. At that time, Arrow owned five water taxis. In an effort to consistently assure launch service on demand and, out of concern for how industry would be impacted due to the pipeline closure, Arrow chartered the vessel “Island Commuter II,” a US Coast Guard certified passenger vessel, as authorized by WAC 480-51-075(4). ALS intentionally entered into this arrangement knowing that it was so authorized and that Island Commuter II could easily be fitted out as a launch vessel with fendering, access, etc. Moreover, Loren Kapp, a full-time winter employee of ALS, along with deckhand Max Joyce, also then a full-time employee of ALS, operated the vessel. Both were experienced launch crewmen aboard Island Commuter II which at that time was owned 50% by Pacific Cruises Northwest, Inc. and 50% by Island Mariner, Inc. It was thus Arrow performing regulated service on Island Commuter II with its own crew in its own right. Finally, as noted, Arrow has not had an occasion to charter any vessel to provide regulated service since 2000.

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UTC STAFF DATA REQUEST NO. 3:

If the answer to data request number 2 was yes, provide a record of each instance, excluding the instance referenced in exhibit RSE-5 and RSE-6.

ALS Response to Data Request No. 3:

See, ALS Response to Data Request No 2, above.

Docket TS-160479

CERTIFICATE OF SERVICE

I certify that on October 14, 2016, I caused to be served the foregoing document via email to the following parties:

For Washington Utilities and Transportation Commission Staff:

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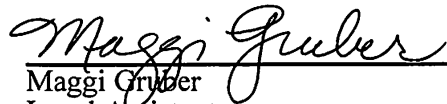
For MEI Northwest, LLC

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For Pacific Cruises Northwest, LLC

Captain Drew M. Schmidt
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Signed at Seattle, Washington this 14th day of October, 2016.



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