From: Pagemaster, Reg POA
To: Campellone, Estrella F CIV USARMY CEPOA (USA)
Cc: Pagemaster, Reg POA
Subject: FW: [Non-DoD Source] Permit to place docks in Ward Cove, Alaska
Date: Monday, September 16, 2019 10:17:19 AM

FYI

-----Original Message-----
From: Chip Porter [mailto:chip@kpunet.net]
Sent: Sunday, September 15, 2019 9:34 AM
To: Pagemaster, Reg POA <regpagemaster@usace.army.mil>
Subject: [Non-DoD Source] Permit to place docks in Ward Cove, Alaska

To whom it may concern: September 14, 2019

This idea is fraught this problems. The superfund site is probably the least of the problems and yet it is definitely a problem. We've all witnessed the power of the bow and stern thrusters.

There are runs of salmon, both pink and silver salmon and that great sport fish, the steelhead. Ward Creek once had the largest runs in the area of any stream or river until the Ketchikan Pulp Company dammed the creek. The same institution poisoned Ward Cove with Red Liquor residue and other chemicals. I remember, I worked there. Today the small runs of salmon are finally building and things are looking up for the salmon.

The Cove still has major waste sites in it today. A place across from the projected cruise ship docks burns construction waste several times a week and has a barge loading site for Ketchikan's crushed cars and trucks. It probably leaks contaminates, who knows. Old cars and junked trucks are parked in pits blasted out of solid rock around the head of the Cove. The old Pulp Mill site is also a mess and the owner, who has promised many upgrades and improvements has never brought the promises to fruition.

The main problems though are:

1. Ward Cove is an incredibly wind place where the winds are not like the steady southeast and northwest winds that run up and down Tongass Narrows. The valley behind the cove produces gusty interior winds running all the way from the mainland. These winds will interfere with safe docking. Because of its size, the Norwegian Bliss has bypassed Ketchikan several times this summer because of southeast winds in Tongass Narrows. In Ward Cove they will have both southeast and northeasterly winds to deal with. Some years ago a deHavilland Beaver floatplane was flung to the ground and the pilot was killed because of Ward Coves strong gusty outflow winds.

2. The ships will almost completely block the Cove, a place used regularly by sport fishermen trolling in small boats.

3. Maybe one of the worst things about the dock is the increase in traffic by tour buses and tour operators. How many extra buses will be carrying people to and from Ketchikan? Our roads are terrible as it is and our State is broke and can't keep them up. North Tongass roads got a bandage some years ago. They had just enough money to pave each side of the highway but not the foot or so that runs down the center. That foot or so is now a dangerous rut apt to cause an accident to anyone who strays over the road's centerline.

4. If the buses and vans access North Tongass Highway where the Pulp Mill road comes out now, know that it's a very dangerous area. It enters halfway down a hill where northbound traffic can't be seen until the last moment.

The City of Ketchikan has lost its self to the cruise ship industry. There is no valid reason that this cove, which provides access to one of the areas finest recreation sites (Ward Lake and Ward Creek) should be allowed to become a Mega-Cruise-Ship docking and tourist unloading site.

Thanks very much.

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