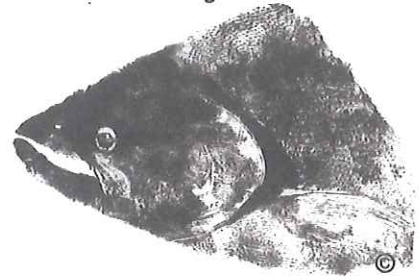


July 6, 2019
Coos Bay Planning Commission
Coos Bay, OR 97420



Salmon

PowerHooker®
Patent Pending



Spinner

RE: 187-18000153-PLNG-01
Jordan Cove Energy Project

Dear Mr. Stamp & Coos Planning,

COPY

In regards to the JCEP comment that commenters did not provide any experts. This is not true.

I believe I qualify as a recreation expert with a background of boating and fishing for 60 years, past Fishing and Hunting Guide using boats, past Commercial Coast Guard Passenger License with map navigation endorsement, past Commercial Fishing Oregon & Alaska, appointed by Deputy Director ODFW Columbia River Sport Fishing Advisory Board, past appointment to NOAA 50 Year Recovery Plan for Steelhead and Salmon for the Columbia River Basin under Rosemary Furfey, Fishing Tackle Inventor and owner of a Tackle Company.

In regards to JCEP 3.2 Potential Impacts on Recreation

My (Exhibit 001) is a visual chart model of the security zone effects while the LNG ship traverses from the entrance of Coos Bay to Jordan Cove. I believe a visual model is a better interpretation of the effects to recreational users of Coos Bay.

Note: The chart model (Exhibit 001) was made using my map skills and was measured with map dividers and scaled to yards from the Coos Bay nautical chart. The security zone model was based on the LNG ship size according to JCEP (950 feet = 317 yards and ships beam 150 feet=50 yards.) The 500 yard security was calculated at 1317 yards long x 1050 yards and the model was measured and scaled to the chart map.

I made this model to demonstrate the LNG ship traverse to Jordan Cove using NOAA chart no. 18587 (Coos Bay.)

Based on my recreational and commercial experience I am certain the delay to recreational users will be longer than stated by Pilots and JCEP because of the large size of the security zone.



Exhibit: 53
Date: 7/9/19

I base my assumption on the following facts:

1. JCEP, Coast Guard and Bar Pilots did not test or study the true delays to recreational users during LNG ship transits with the proposed security zone. JCEP had 14 years to have this study done and they chose not to.
2. Many of the bay users are from out of the area or out of State and will not be familiar with security zones and this confusion will cause delays not stated by JCEP.
3. Bottom fishing is very popular and fishermen in boats will be coming and going from the bay entrance and will cause delays not stated by JCEP.
4. Commercial fishing boat transits from the Port of Coos Bay and the Coos Bay City Docks will cause delays. Transits from Coos Bay City Docks was not accounted for by JCEP.
5. Traveling ocean boats that anchor for the night in Coos Bay will cause delays and this was not accounted for by JCEP.
6. Surfers who use paddles will cause delays because they travel slowly and this delay was not accounted for by JCEP.
7. Kayak users will cause delays because they travel slowly this was not accounted for by JCEP.
8. People crabbing from boats will cause delays because they will have to pull their gear and sort crabs. Leaving unintended crab rings is a known safety issue because they can drift and disable boat engines. This issue was not accounted for by JCEP.
9. Kayak crabbers will have delays pulling their crab rings to clear the exclusion zone and this was not accounted for by JCEP.
10. The out of area users and holiday users will make the crabbing issue a longer delay and this was not accounted for by JCEP.

11. When salmon season begins with this large security zone, these combined issues will be similar to herding cats from all directions north, south, east and west. Sport fishermen in boats who are hooked up with a fish will also cause more delays. It is not uncommon for multiple boats to have fish on at the same time. There will be some boats with double fish on at the same time. This occurs because salmon often travel in schools. Salmon being released cannot be removed from the water under Oregon rules and must be released unharmed. Trying to drag a fish to clear the security zone will be a slow process and likely harm the fish if it is going to be released. Dragging fish long distances increases the risk of fishermen losing their salmon. Fishermen must determine if they have a Chinook or a coho salmon because all coho salmon must be released unharmed. These delays were never accounted for or studied by JCEP.

LNG ship security zone and items 1-11 will eliminate recreational users rights under OREGON'S PUBLIC TRUST DOCTRINE: PUBLIC RIGHTS IN WATERS, WILDLIFE, AND BEACHES.

We ask that this JCEP project not be approved.

Sincerely,

Power Hooker Tackle LLC #939214-93
Chuck Erickson-member & Director Clam Diggers Association of Oregon
PO BOX 1083
Coos Bay, OR 97420

Enclosure: Exhibit 001 pages 1-9

Exhibit
001
Page 1069

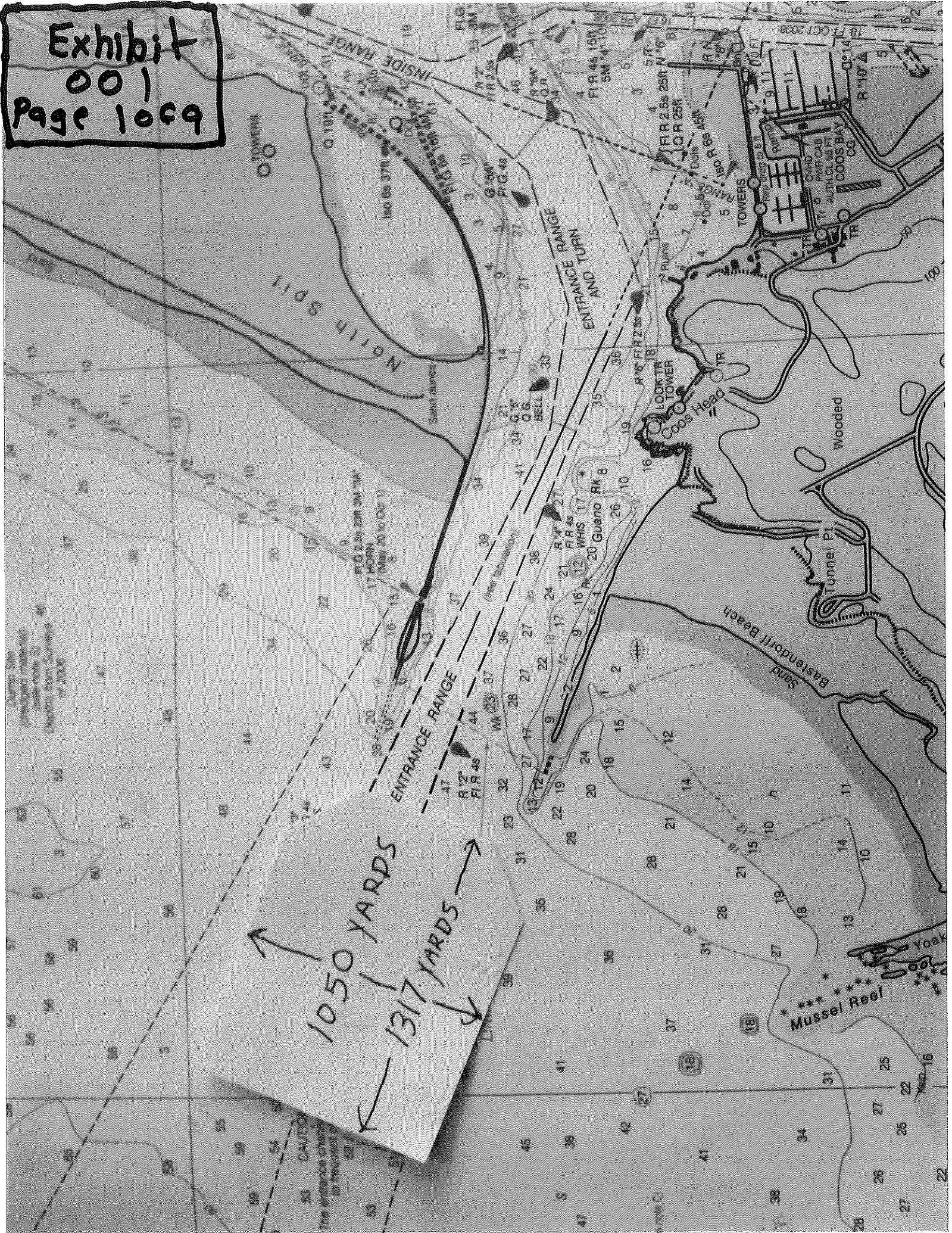
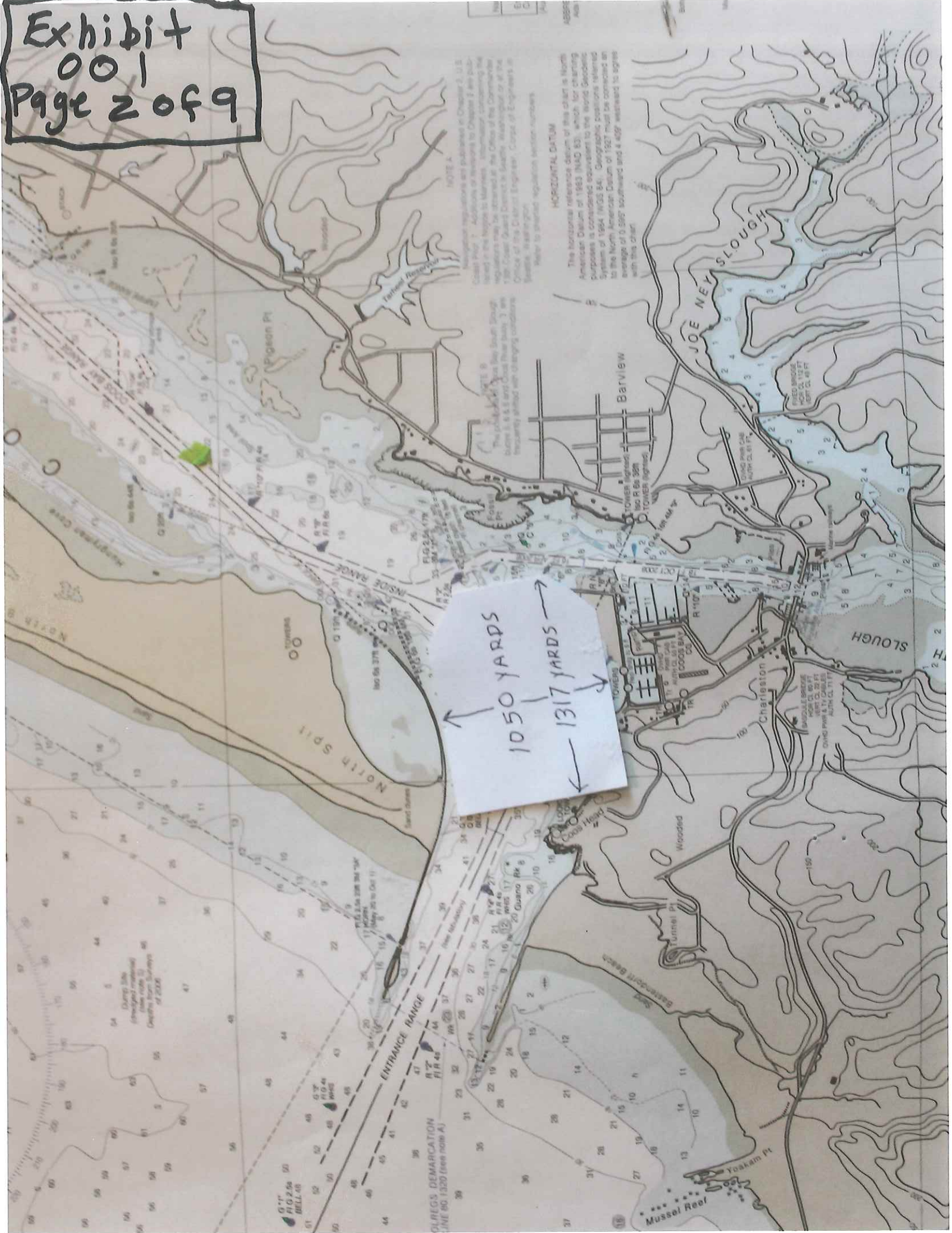


Exhibit
001
Page 2 of 9



NOTE A.
The horizontal datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.595' southward and 4.459' westward to agree with this chart.

HORIZONTAL DATUM
The horizontal datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.595' southward and 4.459' westward to agree with this chart.

NOTE B.
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NOTE C.
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NOTE D.
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NOTE E.
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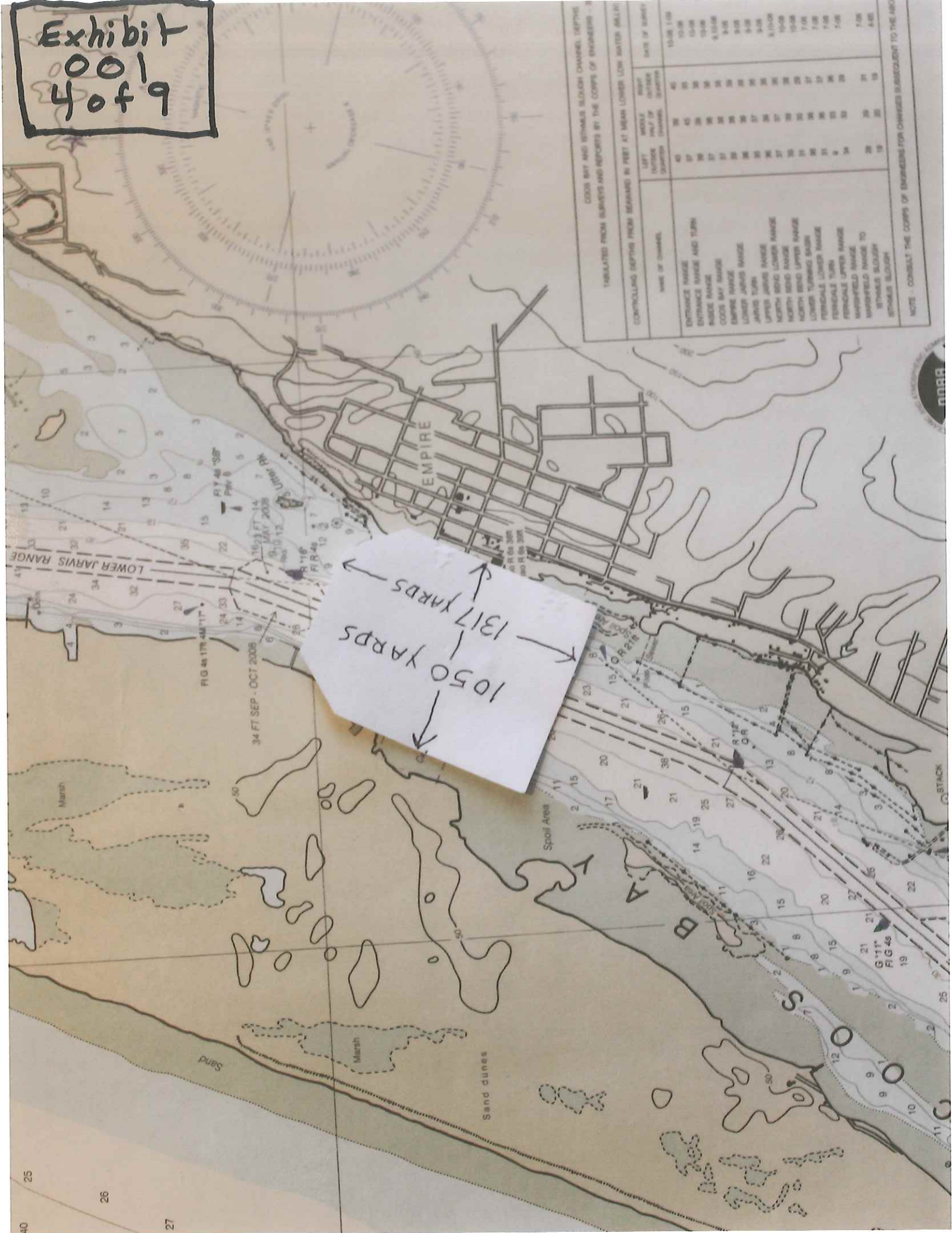
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NOTE G.
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NOTE H.
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NOTE I.
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Exhibit
001
4 of 9



CONTROLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER BALLEE

NAME OF CHANNEL	LEFT	MIDDLE	RIGHT	DATE OF SURVEY
	NUMBER	HALF OF DISTANCE	NUMBER	
	QUARTER	CHANNEL	QUARTER	
ENTRANCE RANGE	40	38	40	15-08-100
ENTRANCE TIDE AND TURN	37	45	35	15-08
RANGE RANGE	38	36	36	15-08
COOS BAY RANGE	37	36	36	15-08
EMPIRE RANGE	37	36	36	15-08
LOWER JARVIS RANGE	36	36	36	15-08
JARVIS TURN	36	36	36	15-08
UPPER JARVIS RANGE	35	37	35	15-08
NORTH BEAC LOWER RANGE	37	37	37	15-08
NORTH BEAC RANGE	35	35	35	15-08
NORTH BEAC UPPER RANGE	35	35	35	15-08
LOWER TURNING BANK	36	36	36	15-08
PERISCAL LOWER RANGE	35	35	35	15-08
PERISCAL TURN	34	34	34	15-08
PERISCAL UPPER RANGE	35	35	35	15-08
MARSHFIELD RANGE	35	35	35	15-08
MARSHFIELD RANGE TO	35	35	35	15-08
ETHANUS SLOUGH	34	34	34	15-08
ETHANUS SLOUGH	34	34	34	15-08

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE

anchor during the winter months because of the rapid and severe onset of weather.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Exhibit
001
Page 5 of 9

1050 YARDS

1317 YARDS

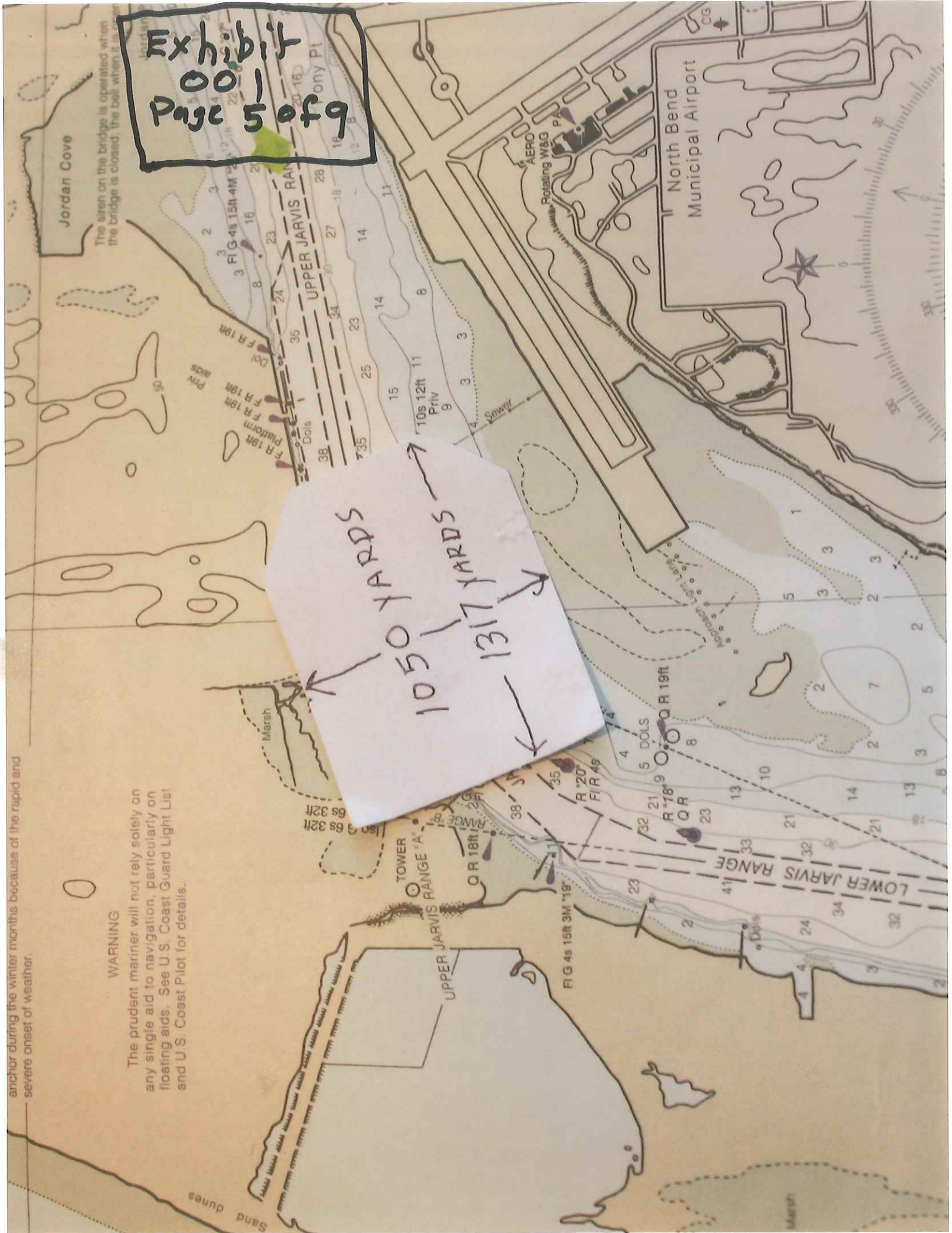
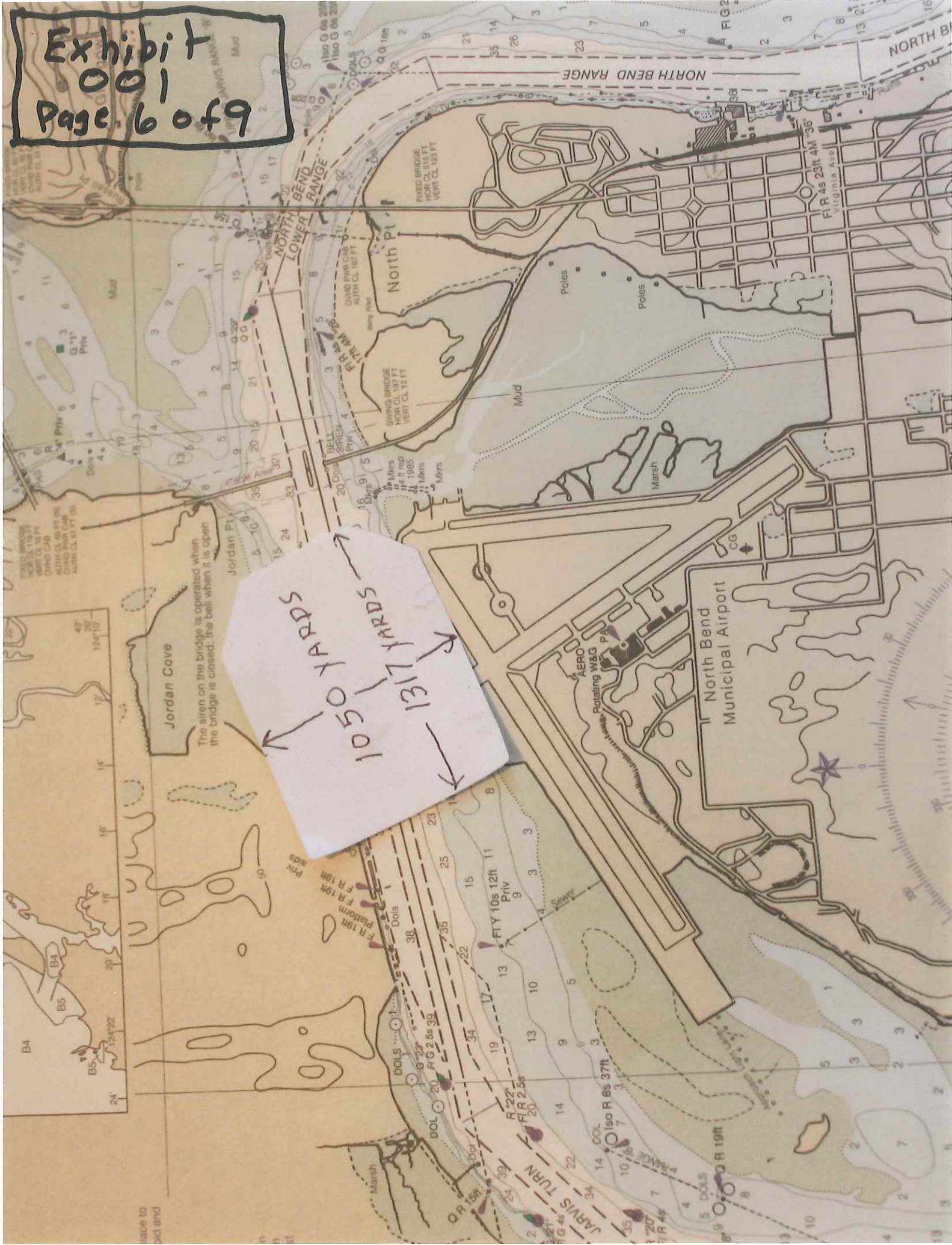
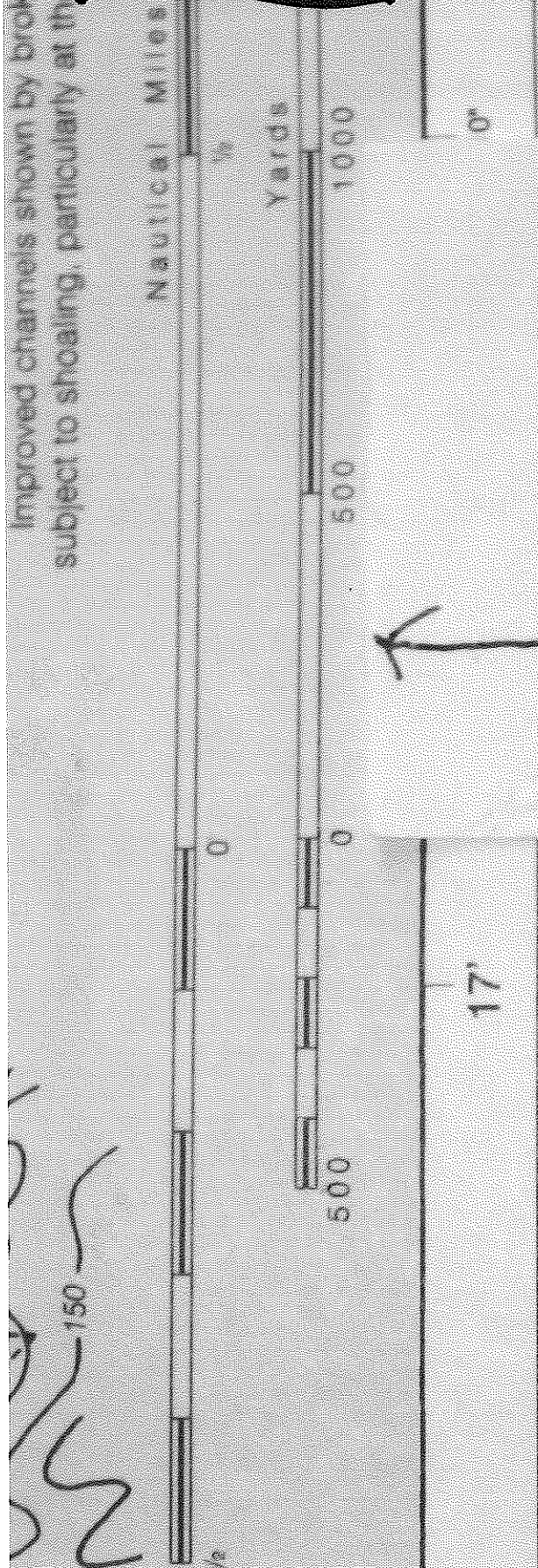


Exhibit
001
Page 6 of 9



Improved channels shown by broken lines are subject to shoaling, particularly at the entrance

Exhibit
7001
7 of 9



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