

VOICE of the WILD OLYMPICS

Olympic Park Associates

Founded in 1948

Volume 11, No 1
Spring 2003

Contents

OPA Meeting Schedule	2
Congressional Contacts	2
New Shelters In Wilderness?!	4
Rescue Tugboat At Neah Bay	6
Roads On Olympic National Forest	7
Salmon Sanctuary On the Hoh	8
Leitner New Park Superintendent	8
Morris Leaves For Peace Corps	8
Changes In Park's Recreational Fish & Shellfish Regs	9
Book Review: Range of Glaciers, by Beckey	10
The Value of Second Growth Forests	11



Mount Appleton and Oyster Lake. Photograph by Bob Kaune.

Olympic National Park Previews 20-Year Management Plan

By Tim McNulty

Olympic National Park has just released alternatives for its 20-year management plan. We will discuss it in more detail in the next issue of the *Voice*.

Three alternatives portray a range of management options, from increasing recreation and commercial developments within the park to stringent regulation. From these, and comments from members of the public, park planners will craft a general management plan. A draft will be available for public review within the next year.

The alternatives newsletter gives everyone who cares about the future of this magnificent

wilderness park a chance to share their views with park managers. This is the perfect time to write the park's new superintendent about your vision for Olympic's future.

Olympic is one of the wilderness jewels of the national park system. It is a nearly complete wilderness ecosystem with forest and wildlife communities intact. No national park preserves such a magnificent tract of old-growth and temperate rain forests. No park outside Alaska harbors so rich a diversity of wild salmon. And few parks anywhere protect such complete wildlife communities.

*Continued on P. 3. **General Management Plan***



Next OPA Board Meeting

Dates: May 28, September 24.

Time: 6:00 p.m.

Place: Kingston Community Center

A short walk up the hill from the ferry, white building on the right.

Please join us. OPA members are always welcome at Board meetings.

OPA Board meetings generally are in the Kingston Community Center on the 4th Wednesday of odd-numbered months, except no meeting in July.

How to Reach Your Members of Congress

U.S. Congress Switchboard: (202) 224-3121

From this number you can reach any member of the U S Senate or House of Representatives.

US Senate, Washington DC 20510 <www.senate.gov>

Senator Patty Murray

Phone (DC): 202-224-2621

Fax: 202-224-0238

Seattle: 206-553-5545

E-mail: Senator_Murray@murray.senate.gov

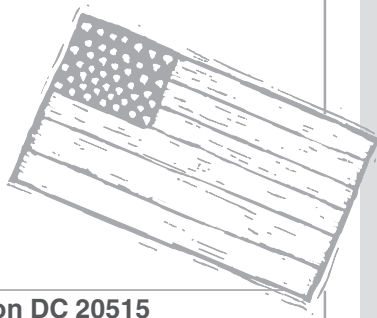
Senator Maria Cantwell

Phone (Washington, DC): 202-224-3441

Fax: 202-228-0514

Seattle 206-220-6400

E-Mail: maria_cantwell@cantwell.senate.gov



US House of Representatives, Washington DC 20515

<www.house.gov>

Representative Jay Inslee, Dist. 1

308 Cannon House Office Building

Phone (D.C.): 202-225-6311

FAX 202-226-1606

WA: 425-640-0233

Web page <www.house.gov/inslee>

Representative Rick Larsen, Dist. 2

1529 Longworth HOB

Phone (D.C.): 202-225-2605

FAX 202-225-4420

WA: 425-252-3188

Web page <www.house.gov/larsen>

Representative Brian Baird, Dist. 3

1721 Longworth HOB

Phone (D.C.): 202-225-3536

FAX 202-225-3478

WA: 360-695-6292

email

<brian.baird@mail.house.gov>

Representative Doc Hastings, Dist. 4

1323 Longworth HOB

Phone (D.C.): 202-225-5816

FAX 202-225-3251

WA: 509-543-1972

Web page <www.house.gov/hastings>

Rep. George Nethercutt, Dist. 5

223 Cannon HOB

Phone (D.C.): 202-225-2006

FAX 202-225-3392

WA: 509-353-2374

Web page <www.house.gov/nethercutt>

Representative Norm Dicks, Dist. 6

2467 Rayburn HOB

Phone (D.C.): 202-225-5916

Fax 202-225-1176

Toll-free 800-947-NORM (947-6676)

Web page <www.house.gov/dicks>

Rep. Jim McDermott, Dist. 7

1035 Longworth HOB

Phone (D.C.): 202-225-3106

FAX 202-225-6197

WA: 206-553-7170

Web page <www.house.gov/mcdermott>

Rep. Jennifer Dunn, Dist. 8

1501 Longworth HOB

Phone (D.C.): 202-225-7761

WA: 206-275-3438

Web page <www.house.gov/dunn>

Rep. Adam Smith, Dist. 9

116 Cannon HOB

Phone (D.C.): 202-225-8901

FAX 202-225-5893

Toll free 1-888-smith09 (764-8409)

Web page

<www.house.gov/adamsmith>

Olympic Park Associates

Board of Trustees

*Executive Committee

President

*Tim McNulty Sequim

Vice President

*Donna Osseward Seattle

Secretary

*Philip Zalesky Everett

Treasurer

*John W. Anderson Seattle

*Polly Dyer Seattle

*Harry Lydiard Port Angeles

Howard Apollonio Bellingham

Paul Crawford Port Angeles

David Friedman Seattle

Dick Goin Port Angeles

Patrick Goldsworthy Seattle

Carsten Lien Seattle

Joe Mentor, Jr. Seattle

Bruce Moorhead Port Angeles

Johsel Namkung Bellevue

Jim Scarborough Bainbridge Island

Sally Soest Seattle

Ira Spring Edmonds

Edward Tisch Port Angeles

Norman Winn Seattle

Advisory Board Members

Randall Payne Renton

Rick Rutz Friday Harbor

Membership Chair

Laura Zalesky 2433 Del Campo Dr.
Everett, WA 98208

Newsletter Editor

Sally W. Soest 2055 43rd Ave. E, #202
Seattle, WA 98112

WWW Home Page

<http://www.drizzle.com/~rdpayne/opa.html>

Webmaster: Randall Payne

VOICE OF THE WILD OLYMPICS

is published three times per year by Olympic Park Associates.

Unless specifically copyrighted, articles may be reprinted without permission. However, credit is appreciated.

OPA membership dues are:

\$20 for individuals;

\$25 for families;

\$35 (or more) contributing member;

\$50 for organizations;

\$5 for students or low income individuals;

\$250 for an individual life membership.



Printed by EcoGraphics on elemental-chlorine-free, 50% recycled paper, 20% post-consumer waste.

New Shelters Planned In Park Wilderness

Continued from Page 4.



reconstruction. It found the shelter “lacks integrity of materials, workmanship, and some design.”

The park service is evaluating comments and will proceed with an environmental assessment on the project. The park has also promised to complete a wilderness management plan with its upcoming general management plan. We urge park managers to halt the shelter flights and restore these areas to their natural condition.

The early Elwha Klallam and Quinault people who crossed the Olympics—and the Press Expedition explorers of 1890 —

analysis has been done for the shelters. Many respondents suggested that flying new shelters to wilderness locations with heavy-lift Chinook helicopters flies in the face of these policies.

- ✘ Potential impacts on threatened and endangered or rare species. Excess noise and propeller wash from large two-rotor ships are likely to have adverse effects on federally threatened marbled murrelets and northern spotted owls, particularly during summer nesting season. The park service should place protection of threatened species over capricious historic restoration.
- ✘ Lack of a Cultural Resource Management Plan. The decision is being made in the absence of an approved, publicly reviewed cultural resources management plan. Why are these structures so significant that they overrule wilderness protection? Currently, members of the public have no framework by which to judge the appropriateness of these or other piecemeal historic reconstructions.

One of the most insightful comments came from a respondent who had worked on historic structures in Olympic and other parks. He pointed out that the newly constructed replacement shelters are not at all historic. They were modeled after recent reconstructions rather than the original structures.

This falls in line with a 1982 park service survey conducted by a credentialed historian. The survey determined the Low Divide shelter was ineligible for the National Historic Register due to recent

found the meadows of Low Divide open and natural. Wouldn't true historic restoration be to return them to that natural condition?

To comment on the proposed shelter flights, write:
 Superintendent William Laitner
 Olympic National Park
 600 East Park Avenue



The Exxon Valdez Spill—Fourteen Years Later

By Kathy Fletcher, Executive Director of People For Puget Sound

Fourteen years ago, at four minutes past midnight on March 24, 1989, the oil tanker Exxon Valdez ran aground on Bligh Reef in Prince William Sound, spilling 11 million gallons of crude oil, and incurring more than 2 billion dollars in damage and clean-up costs.

AFTER the disaster, Prince William Sound required tanker escorts, stand-by rescue tugs, and restrictions on vessel transits when the weather gets too rough. We in Washington State are finally beginning to apply the lessons learned from this disaster. The state legislature has just established a dedicated fund for the centerpiece of our oil spill prevention program — a rescue tugboat at Neah Bay. For the next five years, approximately 200 days of tugboat duty will be guaranteed a place in the state budget.

The main lesson of the Exxon Valdez—that prevention is a lot cheaper than clean-up — is a no-brainer. The Strait of Juan de Fuca is one of the world's busiest marine highways—with an average of 6000 tanker and cargo vessel trips per year. Every oil tanker's cargo and every ship's fuel supply is a potential spill at least as devastating as the Exxon Valdez.

Since 1999, a rescue tugboat has been stationed at Neah Bay during the winter months. A ship that loses power or steering can now be towed or pushed to safety, keeping it off the rocks and its cargo and fuel on board rather than in the water. Especially during the 2001-2002 season, the tug really showed her stuff, coming to the rescue eight times. Since 1999, the rescue tug has made 22 rescues and assists. She has proven indispensable for assistance as far away as Southwest Washington near the mouth of the Columbia River, and all the way into the eastern part of the Strait of Juan de Fuca.

This spring, as we “celebrate” another anniversary of the Exxon Valdez spill, we do in fact have reason to cheer. The legislature's action is a huge

step toward keeping our waters safe. Rep. Mike Cooper and other legislators deserve a round of applause. The governor deserves an extra hand because he vowed to require the tug through regulation if the legislature didn't come through—a threat that caused the shipping industry to come around at last.

Indeed, the tug now has a funding source because the governor, local governments, Indian tribes, the Olympic Coast National Marine Sanctuary Advisory Committee, People For Puget Sound, legislative leaders and citizens all over the region have thrown their support behind permanent, year-round funding for the rescue tug at Neah Bay.

But the job isn't finished. We still need funding for the other 165 days of the year. Captain Hazelwood didn't drink only in the winter, and engine trouble can happen anytime. We can't just trust to good luck. Senator Patty Murray has appropriated some federal money that can help fill the gap this year, but we need to fill the gap every year. And the five-year fund will need to be extended indefinitely. As long as there is oil in ships, we will need to prevent oil spills.

We also need to turn our attention to other holes in the marine safety net — like Haro Strait, where the risk of a major spill is high as well.

A permanent, year-round rescue tug is just plain common sense. A mistake or mechanical failure could be a minor inconvenience if a tug is at hand. Or, without a tug, it could be the death knell for the Orca whales and the rest of our fragile marine environment. Thanks to the legislature's recent action, we've come a lot closer to a solution. But we'll need to stay vigilant on this issue for the long haul.

For more information, see the web site <www.pugetsound.org> or call People For Puget Sound at (206) 382-7007.



Photo courtesy of Olympic Coast National Marine Sanctuary.

The Future of Roads on Olympic National Forest

by Jim Scarborough

The dual topics of road maintenance and road closure have been at the forefront of debate on the management direction of Olympic National Forest (ONF) for several years running. It is widely agreed that ONF's extensive and deteriorating logging road system has inflicted significant damage to the aquatic health, fisheries, and wildlife migration patterns in the region, among other problems. At present, the Forest Service is putting the finishing touches on two decisions that will shape the functioning of Olympic's ecosystems for years to come, in both general and site-specific contexts.

On a Forest-wide scale, the revised Access & Travel Management (ATM) Plan for ONF is being finalized as this is written. The Olympic Forest Coalition (OFCO) and OPA have followed this issue closely since its starting point, providing specific feedback for potential road closures to the Forest Service along the way. Out of 2,254 existing road miles on ONF, the final ATM Plan proposes to decommission (i.e., pull culverts, rip/stabilize the surface, and permanently close), or convert to trail, 810 of these miles. This equates to an eventual reduction of 36% of the unwieldy road system, though unreliable funding sources may result in this process taking three or four decades to fully complete. Nonetheless, OFCO and OPA are especially pleased that the Forest Service has acknowledged the need for this substantial mileage reduction, and will continue to work closely with the agency to identify initial priorities for closure. Olympic National Park will benefit as well, given that several proposed closures will effectively provide a roadless buffer along much of the Park's periphery.

Concurrently, the Forest Service has released a revised environmental assessment for the massive washout of the Dosewallips River road, three miles east of the Olympic National Park boundary. This road, which has been utilized to access a Park campground and facilities at Muscott Flat for the past sixty-odd years, sustained major damage from the naturally shifting river channel during the winter of 2002.

The Forest Service's preferred alternative for the Dosewallips is to reconstruct the road in its



Dosewallips road washout, looking downstream...

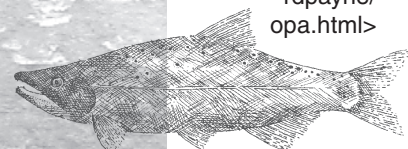
original location. This particular alternative, however, would entail forcible relocation of the river to its pre-washout position, further destructive armoring of the river's bank, and the cutting of three dozen or more mature trees in the vicinity. Implementation would without question adversely affect the threatened chinook and sensitive pink salmon populations that spawn here. OFCO and OPA instead support an additional alternative that would convert this section of road into trail, enabling ongoing access to the Park by foot, bicycle, or stock, while also enhancing critical aquatic habitat over the long-term.

The Forest Service's decision on the Dosewallips road washout is expected soon.

...and upstream. Photos by Jim Scarborough.



OPA's comments on the Graves Creek and Dosewallips EAs are posted on our web page: www.drizzle.com/~rdpayne/opa.html



Information for both this issue and the ATM Plan is available on Olympic National Forest's website at <http://www.fs.fed.us/r6/olympic/>.

For information on the washout, click on "Proposed Projects," then "Environmental Documents."

For the ATM Plan, click on "GIS and ATM Information," then "AT&M Infor & Maps."

Changes Proposed for Recreational Harvest of Fish and Shellfish Within Olympic National Park

Below are the comments that OPA submitted to Olympic National Park regarding their **proposed** fish harvest regulations for the park.

As this issues goes to press, Olympic National Park has **just released** its revised fishing regulations for 2003. Regrettably, the Park Service withdrew its proposals to:

- institute catch and release fishing for wild salmon and steelhead in the Queets River, and
- shorten the season for winter steelhead fishing to protect wild stocks on the upper Bogachiel, Hoh, South Fork Hoh and Queets Rivers.

OPA will continue to work with park managers to provide maximum protection for Olympic's irreplaceable wild salmon stocks.

Olympic Park Associates applauds the proposed changes to fishing regulations. They take a major step toward protecting the park's irreplaceable native fish stocks while allowing for recreational use that will not leave these stocks impaired for future generations.

We are particularly gratified to see that the regulations require release of wild salmon and steelhead from the Queets, Salmon and Quinault rivers and Goodman Creek. Washington Department of Fish and Wildlife data indicate an 83 percent decline in Queets catches over the past 30 years. With the current declines wild steelhead and coho are experiencing, the park must do all it can to preserve these native runs. Barbless hooks are another positive step. We ask that you also consider limiting the number of commercial guides on these rivers. With their specialized craft and knowledge of the river, commercial guides can have an impact on wild fish disproportionate to their number.

We agree that release only is the best strategy for protecting native Elwha River stocks in the park. The rationale that resident fish upstream of the dams may resume anadromy after dam removal is sound. Similarly, the scientific panel's

recommendations on fishing in Lake Crescent are well considered and timely. The decline of endemic Beardslee trout is troubling. Adopting current rules pending yearly monitoring of Beardslee and Crescenti (cutthroat) spawners suggests the careful approach to management these unique stocks deserve. As OPA trustee Dick Goin pointed out in his letter of 3/16/03, the park should make it a priority to identify and correct the problems of silt and algae that are degrading the only known Beardslee spawning area on the lake.

We would like to see the park go further in its regulation of seasons for the Bogachiel, Hoh (and South Fork), and Queets rivers to protect spawning winter steelhead. As Mr. Goin points out, wild steelhead are in severe decline. More than 250 streams in Washington are closed to taking of wild steelhead. We concur with Mr. Goin's recommendation to close the season on these waters no later than the end of February, and to close the South fork Hoh, which has never been open to winter steelhead, permanently.

We are also in support of a fly-fishing season only on the Hoh from June 1 to April 15. We are fully in support of eliminating harvest of depressed wild cutthroat trout in Lake Ozette. We also support the restriction of recreational fishing gear to single barbless hooks park-wide regardless of stocks.

The new regulations for intertidal harvest of fish and shellfish are a welcome addition. We urge the park to increase monitoring of identified intertidal species and depart from Washington Department of Fish and Wildlife regulations whenever the health of park populations is in question.

Finally, we hope these new regulations will be accompanied by additional training of ranger staff and urge that adequate funding be directed to enforcement.



You can read the new regulations on the park's web site, <www.nps.gov/olymp/>.

Range of Glaciers: The Exploration and Survey of the Northern Cascades Range

By Fred Beckey, Published by the Oregon Historical Society, \$40.

Reviewed by Tim McNulty in *The Seattle Times*, April 13, 2003.



“Country gloomy. Forest almost impervious. ... A more difficult route to travel never befell man’s lot.” Thus did Scottish-born Alexander Ross describe his epic 1814 trip across the North Cascades. He left Fort Okanogan on the Columbia River in search of an overland trading route to the coast. He discovered a tangle of forested river drainages and steep mountain passes. After a windstorm that toppled trees around him on the Sauk River near Darrington, he called it quits.

Upon returning to Fort Okanogan, he was told he had been within a few days of his goal. The steep, snow-capped, 300-mile Northern Cascade Range between the Columbia and Fraser rivers proved a magnificent challenge to traders, settlers, miners, military expeditions, railroad engineers and adventurers for the next century. Since then no one has embraced the mountains’ challenge or become more intimate with its topography, history and mystique than mountaineering icon Fred Beckey.

At 80, Beckey is receiving due renown for a lifetime’s accomplishment as America’s pre-eminent climber. He has logged more first ascents in his native Cascades and ranges around the world than any climber likely will. He’s made wilderness explorations like Ross’ his passion.

Less attention has been given to Beckey’s equally daunting prowess as a scholar of mountain history. *Range of Glaciers* should change that. It is an epic, 500-page account of explorations of the Northern Cascades from Lewis and Clark to highway builders. For anyone with an interest in Northwest mountains or Northwest history, it is the book to have.

Beckey drew upon archives and scholarship from around the country. Unlike most historians, he combined original research with first-hand wilderness savvy. Informed by a lifetime of personal exploration, this is the definitive history of the range. Take Alexander Ross. A Canadian in the employ of the British-owned North West Co. at Fort Okanogan, he was sent into the unknown Cascades to find a direct trading route to the coast. His account of the trip was sketchy, and scholars disagree on just where and how he crossed the range. Beckey, familiar with a long-unused pass that fit Ross’ description, nailed it.

He brings equal expertise to Capt. George McClellan’s 1853-54 railroad survey, a 10-month

barnstorm of the range. McClellan, who would later command U.S. troops during the Civil War, was assigned by Washington Territorial Gov. Isaac Stevens to explore a route across the Cascades. Stevens’ grandiose plan was to connect Puget Sound to the East by rail across the mountains. And he snared the lion’s share of congressional transcontinental survey funds to explore this least promising route.

“Personal ambition, financial reward, economic or political advantage and greedy boosterism” were motives Beckey ascribes to much of these early explorations. But the pluck, drive and tenacity of the adventurers are what most capture his imagination.

In September 1853, James Longmire led a 148-member wagon train from Indiana to Puget Sound across the range by way of Naches Pass northeast of Mount Rainier. A rough wagon road had been hacked out by settlers earlier that summer to encourage immigration. Thirty-eight wagons were lowered down a 300-foot bluff. Only two wagons were lost.

The first Europeans to explore the rugged northernmost section of the range were government boundary surveyors. Between 1857 and ‘62, they cleared the international border along the 49th parallel. Their monumental survey “placed high premiums on field operations, logistics and endurance.” Beckey would know. A century later he accomplished some of his most daring first ascents in the area. He also points out some shadier deals inflicted on the country. Land grants orchestrated by the Northern Pacific Railroad awarded the company 20 square miles of public land for every mile of track laid.

The most valuable forest lands were sold by Northern Pacific’s James J. Hill to his St. Paul, Minnesota, neighbor Frederick Weyerhaeuser for \$6 an acre. The resulting “checkerboard” lands of Washington’s national forests have prompted expenditures of millions to protect watersheds and wildlife habitats.

There is certainly no better guide to the exploration of these glacier-clad mountains than Fred Beckey. And it’s doubtful the range will ever receive a more insightful or comprehensive history.

Copyright © 2003 Tim McNulty

Save the Second Growth!

*This article appeared in the Winter 2002-2003 issue of **The Wild Cascades**, the newsletter of the North Cascades Conservation Council.*

Old growth forests are not the only forests on public lands which the North Cascades Conservation Council is trying to protect. Many low valleys in the Cascades, such as the Middle Fork Snoqualmie, the Pratt, the Skykomish, Beckler, Sauk and others, have extensive areas of low elevation second growth forests which date from the railroad logging era of 1929-1945. Early day logging was less intensive than the modern version, and only the best trees were taken, with much biological legacy remaining. Most importantly, these forests were never artificially replanted, but regenerated naturally. They now form impressive, diverse forests with many trees 2 or 3 feet in diameter and 150 feet tall. These forests grow on some of the most productive sites in the national forests. Although they are not old growth, they appear quite natural and if left alone will again be true old growth in little more than a human lifetime from now.

Recently, an effort calling itself the “Northwest Old Growth Campaign” (comprised of Northwest Ecosystem Alliance, Biodiversity Northwest, Oregon Natural Resources Council, and several smaller groups), has proposed intensive logging of these younger forests in a hoped-for “exchange” for some protection of

old growth forests. The Old Growth Campaign has put forward some breathtaking numbers on the amount of forest they think could be logged — 71 million board feet per year on the Mt. Baker-Snoqualmie National Forest alone. That kind of logging would represent a seven-fold increase over the cut levels of recent years. Claims have even been made that such logging would be beneficial for these forests — claims which are laughable to anyone who has seen the aftermath of these “enhancement” cuts. At 71 million board feet per year, it wouldn’t take long to clean out the low valleys of the MBS, and set back the clock after 70 years of recovery.

Most surviving old-growth forests are on poor sites, places that the timber beasts weren’t interested in. While no one disputes the value of old growth forests, and the necessity of protecting all of them, trading away the non-old-growth forests on productive sites to save them would be a terrible deal. It’s a “trophy tree” strategy which ignores the broader landscape. The North Cascades Conservation Council opposes any such trade, and will be working to make sure it doesn’t happen, and will be working to protect the forests of the Cascades, young and old.

Photo by Kevin Geraghty.

