

Partnership For The Sustainable Development Of
Digby Neck & Islands Society

RID#56

Mailing: [redacted]

RECEIVED
IWP PROGRAM
MARITIMES

Office: [redacted]

2003 MAR 17 A 10:11

March 12, 2003

Superintendent,
Navigable Waters Protection
Canadian Coast Guard
Department of Fisheries and Oceans,
foot of Parker Street
P.O. Box 1000
Dartmouth, Nova Scotia
B2Y 3Z8

[redacted] has asked the office of the Partnership for Sustainable Development of Digby Neck & Islands Society, to type [redacted] letter to you, to make it easier to read about [redacted] concerns: [redacted] hand-written letter is attached.

Content of [redacted] letter is as follows:

I would like to object in the strongest possible manner to the proposed shipping terminal at White's Point. I and my crew make our living along the inshore waters of the area, from Petite Passage to just above Sandy Cove, and have for the last [redacted] years. My family have fished the area for over [redacted].

The building and operation of this facility will interfere with my ability to move and work safely along that entire stretch of shore, especially in windy and foggy weather. The terminal is placed in a spot where strong tides being forced up and over and around a point, causes waves to pile up as much as double the size they would be above or below this point. When the wind is SSW, SW, W or NE, NNE or N, smaller boats moving through the area stay in as close as possible around that point, to stay out of the breaking sea. Having to move 600' to 800' off shore will put boats in much heavier sea. There is only one natural obstacle and no other man-made obstacle in our area, which extends so far off.

People tend to hug the shore to avoid the strong tides. Also, non-motorized boats (kayak, dory, Cannie and sail boats) may not be able to stem the tide around this point, if they are required to go that far off into rougher water. Getting tired while paddling in rough water is dangerous. Passing under a device used for loading rock would not be safe, either.

Moving large ships to and from this point in wind, wave and very strong tide would render ships extremely hard to manoeuvre, thus making it necessary to close a large area to navigation when ship operation are in progress.

Any sound device would have to be extremely loud not to be masked by sounds of blasting, rock removal, crushing and ship loading operations. The same applies to lighting. Ships arriving and leaving are moving through heavily used fishing areas outside shipping lanes.

Signed:

A large black rectangular redaction box covering the signature.A smaller black rectangular redaction box covering a line of text.