

VOICE of the WILD OLYMPICS

Olympic Park Associates

Founded in 1948

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New Park Service Draft EIS to Reconstruct Dosewallips Road



Dosewallips washout, spring 2007.

Photo by Connie Gallant, Ó 2007.

by Tim McNulty

This summer or fall, the Dosewallips Road will undergo its third attempted resurrection. The Forest Service, Park Service and Federal Highway Administration will release a draft environmental impact statement (EIS) that will examine a range of options for reconstructing the washed-out road. Unfortunately, the only ecologically sound option — converting the road above the washout to a trail — will not be considered.

Global warming has become a fact of life on the Olympic Peninsula. Peninsula rivers experience high-intensity floods on an almost-yearly

basis. At the same time, federal budgets to protect our parks and forests have been slashed. So it's difficult to comprehend why federal agencies insist on reconstructing this ill-placed and problematic road. No matter, the EIS will evaluate two upslope road constructions, a steep, 8/10ths-mile cut-and-fill gravel road that would destroy seven acres of forest at a projected cost of \$750,000; and a narrower road of the same length using retaining walls and reinforced fills that will remove six acres of forest at a cost of \$2.4 million. Both roads will be designed to accommodate recre-

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OPA Board Meetings:

Next: September 26

Time: 6:00 p.m..

Place: Kingston Community Center

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

The regular OPA Board meetings are in the Kingston Community Center on the 4th Wednesday of odd-numbered months, except the 3rd Weds in November to avoid Thanksgiving, and no meeting in July.

How to Reach Your Members of Congress

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

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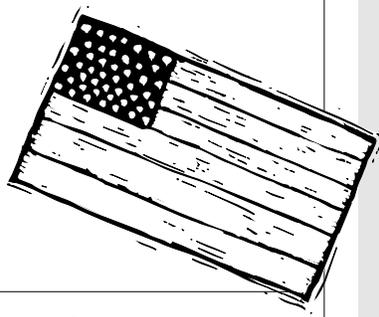
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Dose Road *Continued from P. 1*

ational vehicles and trailers. Prior to the washout, neither was recommended at the park campground. A \$2 million bridge over the washout may or may not be part of the mix.

This will be the third and costliest iteration of a plan for Dosewallips Road reconstruction. The tragedy is that a sustainable solution for the Dosewallips valley, one that would involve a new trail head, parking area, and planning for a downstream campground has yet to be considered by managers. A similar solution worked out for the Carbon River valley at Mount Rainier received strong support from conservationists, park users, and local communities. But Olympic managers have failed to take notice.

The upper Dosewallips road washed out during heavy floods in January of 2002, ten miles in from Highway 101 and five miles below the park service campground at road's end. The washout cut off motorized access to Elkhorn Campground in Olympic National Forest and Dosewallips Campground in Olympic National Park as well as the popular trail head to Anderson and Hayden passes and the way trail to Lake Constance.

Since then, repeated floods have widened the washout to more than 600 feet. OPA, Olympic Forest Coalition (OFCO), Olympic Audubon, The Mountaineers, and other environmental groups have urged the Forest Service and Park Service to decommission the road at the washout and convert the upper road to a recreational forest trail.

Both agencies have doggedly refused to consider that option. They insist on restoring motorized access to the 20-site Elkhorn and 30-site Dosewallips campgrounds. The problem is that road reconstruction poses unacceptable costs to endangered species, old-growth forest habitat, watershed dynamics, and fish. It is also in violation of the 1994 Northwest Forest Plan, the strongest agency protection we have for the old-growth forest ecosystem.

In 2004, the Forest Service first announced its decision to construct a bypass road along the steep, wet slope above the washout. On-the-ground investigation by conservationists showed the new road would cut a swath through a spectacular grove of ancient forest that borders the Buckhorn Wilderness, destroying more than 200 old-growth trees. This area has been identified as habitat for federally threatened spotted owls and marbled murrelets (though no recent surveys have been conducted).

Further, bulldozing the steep, unstable slopes poses a threat to critical salmon habitat. Puget Sound chinook, Puget Sound steelhead, and Hood Canal chum salmon (all listed as threatened under the Endangered Species Act) are known to spawn in the Dosewallips. Chinook and steelhead use the river up to the washout. In fact, the cutbank at the washout has been identified as one of two critical sources for

Marbled murrelet. Photo by Rich MacIntosh.



A Short History of the Dosewallips Road.

Much of today's conflict over the Dosewallips Road stems from poor decisions in the distant past.

In the decades before the creation of Olympic National Park, commercial interests pushed hard for a road across the Olympics. The Brinnon-to-Lake Quinault route was at the top of their list. The Forest Service was compliant, and photographer Asahel Curtis was conscripted into the promotional effort. By the 1930s CCC crews blasted a road up the steep grade of Dosewallips Falls to Muscott Flat. Thankfully, with the creation of Olympic National Park in 1938, road construction was halted.

This legacy of early road building abounds in the Olympics. Hikers today seldom notice that stretches of scenic hiking trails at Staircase, the North and East Fork Quinault, West Elwha, Obstruction Point, Deer Park or Duckabush were at one time early roads. Trail conversions have lessened ecological impacts and created new recreational hiking opportunities that few regret.

A Dosewallips River trail would provide nearly year-round hiking, biking, and equestrian access through a magnificent valley forest. It would access two quiet, streamside campgrounds and a spectacular falls. It is by far the best choice for the Dosewallips.

spawning gravel for chinook in the Dosewallips, and spawning has been documented just downstream. Coho salmon are known to spawn in an unnamed tributary within the road construction route. Pink salmon and federally listed bull trout are also present in the lower river.

OPA, OFCO and Olympic Audubon appealed this plan, area tribes questioned its wisdom, and it was withdrawn by the forest supervisor. The agency complied with our request for a more detailed EIS. It has been in the works since then.

We see this action as setting a dangerous precedent that will undermine the Northwest Forest Plan and further imperil Endangered Species Act-listed wildlife and salmon stocks along one of the Olympics' most spectacular wild rivers. We are sympathetic to those who wish to drive to upvalley campgrounds and trail heads, but we believe the environmental costs of rebuilding this road are just too severe. The federal agency managing salmon recovery seems to agree. In 2006, the National Marine Fisheries Service informed the Forest Service that rebuilding the road could have "dire consequences" for federally threatened salmon recovery in the river.

The Northwest Forest Plan, which attempted to resolve the contentious issue of old growth logging on federal lands, identified the Dosewallips as a key watershed. As such, it is to be managed to preserve its native salmon, riparian forests and streamside habitats. The forest plan

Continued on P. 4, Dose Road

Dose Road

Continued from P. 3.



*Northern spotted owl.
Photo by Angela Brown.*

designates the upland forest, the proposed route of the Forest Service's new road, as a late-successional reserve (LSR). LSRs are to be managed as habitat for old-growth and mature forest species, spotted owls and marbled murrelets among them. According to the Forest Service, road construction in reserves "is not generally recommended." The riverside forest is also a bald eagle management area.

OPA and OFCO are prepared to appeal a decision that would reconstruct the road across the upper slope or along the river. We will take legal action if necessary to protect the Dosewallips watershed.

Look for announcements in a forthcoming issue of *Voice*, special mailings, or check OPA's web site at olympicparkassociates.org.

In the meantime, send requests to consider a trail conversion in the EIS to:
Forest Supervisor Dale Hom
Olympic National Forest,
1835 Black Lake Blvd. S.W., Suite A,
Olympia, WA 98512.

Dose Road: Feds Ignoring NW Forest Plan

by Jim Scarborough, OPA Board

The Forest Service's and Park Service's intent to reconstruct the Dosewallips road past its major washout near milepost 10 has raised significant concerns from conservationists and recreationists alike. Based on modern societal mores alone, there are a number of valid arguments against the agencies' desire to clearcut eight acres of centuries-old forest for a new dead-end road corridor, while likely also constraining and damaging the wild Dosewallips River. Many individuals and groups are equally incensed that the agencies have rejected repeated calls to consider an alternative that would convert the final five miles of dwindling road into a non-motorized trail.

Beyond these broader concerns about environmental degradation and lack of government responsiveness to the public, however, are clear legal lines that the Forest Service and Park Service are clumsily attempting to straddle. In concert with the Federal Highway Administration (which is controlling allocation of taxpayer monies to reconstruct the road), the agencies are running up against a wall of statutes and regulations that may render any reconstruction attempt illegal. These include the Endangered Species Act (ESA) and Northwest Forest Plan (NFP). The complex Clean Water Act might yet come into play, as well.

In the case of the ESA, road reconstruction on the Dosewallips, with its expected clearing, armoring, and impervious surfacing, would take place in designated critical habitat for both the northern spotted owl and Puget Sound chinook salmon, where adverse modification is prohibited. Threatened marbled murrelet and Puget Sound steelhead are also found near the project area. Meanwhile, the NFP prohibits the logging of trees greater than 80 years of age in Late Successional Reserves, which the new road corridor would slice through. The NFP further requires, through its Aquatic Conservation Strategy, that no project-level degradation to water quality or salmon habitat occurs.

Too often, we have witnessed our federal government flouting its own laws for questionable ends, often at the behest of narrow interests who stand to reap some financial reward in the process. A concerned and involved citizenry is the last line of defense against such transgressions. And most unfortunately, in the case of the Dosewallips, it is again up to the public to ensure our tax dollars are not squandered in a manner that harms our lands, waters, and wildlife.

A Visit to the Polly Dyer Grove

by John Woolley, Vice-President, OPA

We were barely able to get our van around the two-foot diameter boulder. The steep drop into the Dosewallips River was clearly in view out my driver-side window. The next trouble spot would be just a mile further west at Case Creek. The creek has run through the road for a few years now; its depth and width varying each visit. Despite the recent heavy rain, the eroded channel was reasonable for us to cross, this time.

On every trip up the Dose, especially after fording Case Creek, Polly Dyer comes to mind. Her visit was nearly three years ago now, and she was driving the car ahead of us, through the February snow. A snow-laden alder had fallen across the road just beyond the creek, and a few of us got out and pushed the tree out of the way. Polly led us on, and in a mile we'd reached the Washout. Our objective was to walk the surveyed route for the new road that might follow the contour along the rather steep, damp slope above the wetlands to reach a small bench above the 60-foot cliff that looks down on the river, where the road used to be.

In the high water of winter of 2001, the river had moved north to take out 350 feet of the Dosewallips Forest Service Road 2610. It created a steep cliff with a sometimes beach of debris at its foot. Walkers along the riverside often experience pebbles, crumbling dirt, and small rocks falling from above.

Changes in the cliff can be noted on each visit. Last week the cliff was starting to become concave, as the river was driving right into it. This week the cliff is sheer, and a big pile of rocks and dirt lies along the river – a river that is now no longer directly striking the cliff base, but rather is busy moving the latest debris down river. Two old-growth Douglas firs tumbled, blocking the river awhile, then were eventually shoved aside. A third big fir awaits at a switchback in an early version of the trail that now goes up higher and over the Washout. The switchback crumbled away last year.

When Polly and the rest of us reached the start of the Federal Highway Administration survey, one-fourth mile before the Washout, our driver said he wouldn't be clambering the surveyed route with us, as he'd just recently had a heart attack. Most of us walked off the snowy road into the big cedars and damp forest. We followed ribbons and posts and crossed a wetland stream, and began our steep climb up and along the proposed and surveyed road route. The route is quite steep and would require more than the usual 60 foot width to accommodate a road across the slope.

Tim McNulty, while aiding Polly across the shallow waters, noted a Coho minnow.

This hike is a fun old growth experience that includes Douglas firs up to 78 inches in diameter, and cedar nearly that large. One big cedar is burned out from the slope side, and has been noted as a probable Native spirit quest site. Not an easy ascent for Polly, Bonnie Phillips, and others, but we did manage to reach a slight bench and a remarkable grove of matriarch firs and cedars. Polly rested here awhile, with a few others. We had become an elongated line of ground-truthers. Tim guided Polly and others back from this point, while the rest of us followed contours on along the steep mountainside, crossing three creeks, and being awed at the extent of the big trees.

So, this year Nancy and I returned to the Polly Dyer Grove, to refresh memory, but more likely to once again catch the spirit of place. The Washout cliff changes with every visit, while fortunately the steep, wetland slope holds and the old-growth matriarchs stand in place. In years past we would have driven the Dose Road to Muscott Flat at the road's end, looking for big trees, and seeing some. Yet, the biggest are right here along the road, just up-slope. It took a road survey for me to discover them.

Beyond the Washout, the old Dose Road has become a rewarding walking trail or cycle ride. Today's trail, formerly road, now runs near the river amidst the big trees, and has many interesting destinations. Dosewallips Falls is a spectacular example. Its volume is often overwhelming, and it is surprising that a steep, narrow road along the falls was ever blasted out of the cliff rock. Many other treats along the old road are not well known, and wait to be discovered by curious walkers.

Photo by Jim Scarborough.



Watershed Restoration Initiative for Washington State's National Forests

by Bonnie Phillips, Olympic Forest Coalition. From Olympic Forest Coalition newsletter, March 2007.

Prolonged under-funding for road decommissioning and maintenance has led to a crisis in the watersheds of Washington's national forests. Resolving this crisis—through a 10-year, \$300 million effort—is the emphasis of a new and ambitious OFCO program. We are joined by the State Department of Ecology (DOE) and ten other environmental organizations in this effort. Our goal is to engage Congressman Norm Dicks and other members of our delegation as well as Senators Patty Murray and Maria Cantwell in supporting funding for this massive effort.

In 2000, the DOE signed a Memorandum of Agreement (MOA) with the Regional Office of the U.S. Forest Service covering all national forests in the state of Washington. This MOA required, among other things, major road decommissioning efforts on the part of the Forest Service. In 2005, the Forest Service reported to DOE that it would take \$300 million and 100 years at the current rate of funding to fix the problem. In the meantime, each year more roads fail and the backlog has become simply overwhelming.

Two-thirds of the problem occurs in the rivers that empty into Puget Sound and thus the early years' efforts will focus there. This covers the entire Mt. Baker-Snoqualmie National Forest and that portion of the Olympic National Forest from the Strait of Juan De Fuca down the east side of the Hood Canal (from the Elwha River to the Skokomish River).

It is time for the Forest Service to stop building new roads—whether temporary or permanent—and restore the failing watersheds that are so important to our ailing Puget Sound.

Why should OFCO be concerned about failing roads? Here are only a few reasons.

- ◆ Polluted water from failing and washed-out forest roads harms endangered and dwindling runs of salmon that need cold, clear water to thrive and reproduce. These waters harm the gills of salmon and trout. Fish eggs smother

when silt settles into lean gravel beds.

- ◆ Deteriorating, unmaintained and poorly designed national forest roads contribute sediment-laden runoff into forest streams, making them wider, shallower and more susceptible to warming by the sun.

- ◆ Record storms further degrade stream habitat from already failing national forest road systems. As time passes, the price tag on fixing these harmful roads goes up.

- ◆ Predictions on changing climate call for more severe and frequent storms.

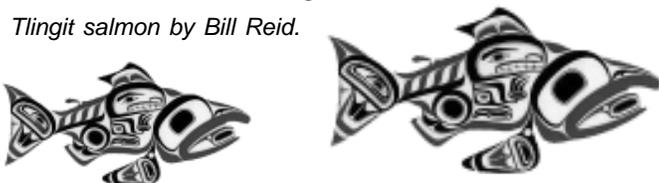
OFCO would like to applaud the Olympic National Forest staff for the good work they have already done on road decommissioning. Even before the Northwest Forest Plan went into effect in 1994, they were leaders in efforts to move from a timber-first forest to one looking at how to best restore the land from the overcutting, with resultant roads, in the past. After a great deal of public involvement, they finalized an Access and Travel Management Plan several years ago that showed they would like to decommission about 1/3 of their current system roads. There are many examples of the excellent work they have done. However, they are greatly limited by lack of Congressional funding. Our efforts to provide this funding show OFCO's long-term commitment to work for a healthy forest and aquatic ecosystem on public land.

Currently, OFCO is playing the coordinating role between DOE Director Jay Manning and his staff and the ten other environmental organizations which include: The Wilderness Society; Cascade Chapter, Sierra Club; American Whitewater; Pacific Rivers Council; Public Employees for Environmental Responsibility; Alpine Lakes Protection Society; North Cascades Conservation Council, Washington Wilderness Coalition; Pilchuck Audubon Society and The Mountaineers.

Bonnie Phillips and Kevin Geraghty are OFCO's major contacts for this program, and may be reached at:

bonnie@olympicforest.org and
kevin@olympicforest.org.

Tlingit salmon by Bill Reid.



Congressman Dicks Moves to Fund National Parks and National Forest Watershed Restoration

Part of the legacy of overcutting on Olympic National Forest in the years before the Northwest Forest Plan is a network of hundreds of miles of failing logging roads. The Forest Service has identified over 700 miles of roads the agency wishes to remove. Many of these are currently eroding into salmon streams where they further imperil federally listed and at-risk wild salmon stocks.

Budget cuts under the Bush administration have left the Forest Service little money to remove some of the worst-case roads, or repair others. And as we've seen over the past winter, the problem only compounds as the frequency and severity of storms increases.

Congressman Norm Dicks, now chair of the House Interior and Environment Appropriations Committee, has proposed an additional \$65 million to deal with this growing backlog of Na-

tional Forest road decommissionings, as well as recent storm damage repair. The bill has passed the House Appropriations Committee and will soon go to the House floor for a vote.

Congressman Dicks also included a budget item for an initial \$199 million appropriations to National Parks to restore seasonal and full time ranger and maintenance positions lost to budget cuts in recent years. Olympic National Park has lost 25 full-time employees since 2003, according to the *Peninsula Daily News*. Of 120 seasonal rangers in 2001, only 25 remained in 2004, even fewer today.

Dicks deserves thanks for his support of National Parks and his continuing commitment to salmon restoration throughout the Northwest. Senators Patty Murray and Maria Cantwell should be urged to support similar legislation in the U.S. Senate.

Dicks deserves thanks for his support.

Urge Senators Patty Murray and Maria Cantwell to support similar legislation.

Elwha Dams Update

By Donna Osseward, President, Olympic Park Associates

We learned recently that the National Park Service (NPS) had revised the 2009 timeline for removing the Elwha Dams. In a meeting held in Congressman Norm Dicks's office, the National Park Service indicated there could be a delay because of possible increased costs and insufficient money available in the annual federal government budget allocations to accomplish the remaining phases of the project as originally timed.

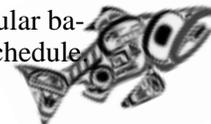
The meeting, which included conservation groups, Olympic National Park (ONP) Superintendent, ONP Project Manager, representatives from Representative Dicks's and Senators Patty Murray's and Maria Cantwell's offices discussed the funding problems and possible solutions to keep the timeline on the 2009 schedule.

The revised estimate pushed the timeline to 2012 if more funds are not available by early 2008. Laitner, ONP Superintendent, estimated that \$30 million might be needed to maintain the original schedule. The amount actually needed will not be known until early 2008, after bids have been opened for construction of the water treatment plants. The budget for the project is \$100 million dollars, which includes the \$30 million already spent to purchase the dams.

Phases remaining include building a new municipal water treatment plant and water intake; an industrial water treatment plant and water intake; preparation for dam removal; dam removal; and mitigation for construction and restoration. Every year, budgeted dollars are released by the federal government for the dam removal project. If costs were to go up, the NPS fears the time schedule would then slip. Laitner said that the NPS is contributing \$20 million a year toward the project from its capital budget.

The congressional representatives pledged their support of the project and a willingness to do whatever they could to help. Suggestions included seeing if there are other funds available for parts of the project. For example, could Land & Water Conservation Funds be used? Would Washington State be able to pick up some parts of the project? Could money be raised from foundations or private sources to help with parts of the project?

The group decided to meet on a regular basis to keep abreast of the project and schedule



Fee Changes Proposed for Olympic National Park Public Comment Requested

From Olympic National Park.

Olympic National Park invites public input on proposed fee changes that would take effect in January 2009.

Fees provide about \$1.5 million each year for a wide variety of park projects, from replacing picnic tables and fire grates to removal of dilapidated buildings to trail repairs.

Comments will be accepted through September 30, 2007.

Olympic National Park Fee Program
600 East Park Avenue
Port Angeles, WA 9836
Fax: 360-565-3015
Web: <http://parkplanning.nps.gov>
Email: olym_ea@nps.gov

| Proposed Fee Changes | | |
|--|-----------------------------------|---|
| | Current | Proposed |
| Seven day entrance pass | \$15 vehicle \$5 individual | \$25 vehicle, \$20 motorcycle \$12 individual |
| Olympic National Park Annual Pass | \$30 | \$50 |
| All front country campgrounds | | Increase \$2 / night |
| Overnight campgrounds | | \$12 Deer Park, North Fork Quinault, South Beach \$14 Altair, Elwha, Fairholme, Ozette, Graves Creek, Heart O' the Hills, Hoh, Mora, Staircase \$16 Kalaloch (except summer), SolDuc and Hoh campground reservation loop \$20 Kalaloch, June 22 - Sept 3 |
| Wilderness Use Permits | \$5/permit plus \$2/pers/night | \$10 for 1 person \$20 for 2-3 persons \$40 for 4-6 persons \$60 for 7-9 persons \$80 for 10-12 persons |
| | 50% senior & disability discount | Eliminate 50% senior & disability discounts for wilderness permit fees along with the discounted annual pass for a second household member |

Road Closure Update for Olympic National Park: Nature's Wrath

Dosewallips: Road is closed at the washout just below the Forest Service Buckhorn Campground. OPA does not favor the re-opening of this road because of the damage a new road would do to either salmon in the river or to a grove of very large trees on the bank.

Elwha: Olympic Hot Springs road is open to Glines Canyon Dam but closed beyond because of road slumping. Whiskey Bend road is closed due to washouts. The West Elwha, West Lake Mills, Griff Creek, and Cascades Rock trails have been cleared of trees.

Heart of the Hills: Campground is closed because of severe wind damage and downed trees.

Hoh: The road is open with a temporary bridge because of the flooding that took out the bridge at West Twin Creeks. OPA supports the preferred alternative to replace the

temporary bridge with a new bridge to withstand 100-year floods.

Lake Crescent: Spruce Railroad and Marymere Falls trails have been cleared but the lower falls viewing platform is closed.

Queets: The road is open to the Matheny Creek Bridge and closed beyond.

Quinault: Both the North Fork Road and Campground have reopened after heavy damage from rain and flooding. A massive blow down closed the Graves Creek road. Crews are working to reopen the road.

Sol Duc: Windstorms blew hundreds of trees over the road and the campground. The road and campground should be open by summer.

Staircase: The access road is closed outside the Park because of unstable rock and landslide hazards created by the Bear Gulch 2 Fire.

Wilderness Is the One Place We Don't Have to Change

by John Woolley, Vice-President, OPA

Is Wilderness Management an oxymoron? Regarding wilderness, “restraint” is said to be the greatest freedom of all. But, can we achieve it?

Wilderness Watch sponsored a seminar in Mazama in June to address the question of wilderness management.

Wilderness Watch is a grass-roots organization that strives to keep legislated Wilderness Areas wild, as defined by the Wilderness Act of 1964. This not an easy task; the problem is exemptions — exemptions from restraint.

US Forest Service land manager Bill Worf, now retired, was assigned to write the Forest Service’s Wilderness Management policies following the passage of the 1964 Wilderness Act. The Wilderness Act had been written very carefully, each word chosen specifically, so that misinterpretation would be minimized. Though nearly 80% of Americans supported establishing a National Wilderness Preservation System, it took 8 years for lawmakers to agree on the final draft. It passed by a landslide.

Human passion for the wild has always existed. Wild lands have been set aside by all cultures, to honor sources of wisdom, inspiration, and religion.

By the 1980s, it had become clear that the pressures to create new Wilderness Areas were leading to compromises in wilderness character. The commitment to wildness, and to the resounding words that so defined Wilderness (as the act intended) was just not happening. The Forest Service couldn’t foster the will; so Wilderness Watch was formed to help find that resolve. As always, their approach is through education.

Wilderness Watch’s main message to participants at the forum is to stop suppressing our passion – our passion for wilderness and for what it means to each of us. Say it. Don’t censor your enthusiasm; it is a tonic that confirms your values and brings wilderness and its worth into the minds of others. A view down a pristine valley, in Alaska or the Olympics, is a path into an area of unrestrained evolution and ecological force. The aesthetics and perspective provide us with the means to make wise decisions, both economically and ethically. A wolf’s eyes watch me from the bottom of my note pad, as I type these words. Will we practice wilderness management, laissez faire style?

Bill Worf was also one of the founders of Wilderness Watch. A man of 80, he rode seven hours in a car-pool in unseasonably warm weather from Missoula to Mazama to sit in on the seminars. It set us all back a bit.

So much good information led me into a personal Renaissance: a realization that I, too, have become distanced from my passion. Each session was attended by 17 to 21 students of wilderness. They all displayed an admirable

gentleness and respect for each other, as well as gratitude for the ideas and will of those who have made Wilderness in America possible.

I listened carefully when Roger Kaye (author of *Last Great Wilderness*) brought up the concept of Solitude. A state of mind free from distraction, in an untrammelled environment, where Nature is allowed to “let it be”, provides perhaps the best opportunity for Solitude. In such a place, one can think clearly; then get back to others, and be able to say something really

worth listening to.

Wilderness Watch was a great help to OPA in a recent legal case with Olympic National Park. They supported our successful effort to prevent Olympic National Park from helicoptering two pre-constructed shelters into the remote Olympics, without due regard for the Wilderness Act and without a written Wilderness Management Plan. When it comes to Wilderness, doing nothing is something.

Wild lands have been set aside by all cultures, to honor sources of wisdom, inspiration, and religion.

Hiker on Klahhane Ridge. Photo by Phil Armitage.



Eighth Annual Coast Cleanup a Huge Success

by Jan Klippert

Many thanks to the 806 registered volunteers who, in the 2007 eighth annual clean up of Washington Coastal beaches, collected 23 tons of debris that had been delivered by winter storms.

The haul included 14 crab pots, two refrigerators, many tires, nets, buoys, rope, 55 gallon drums and plastic. Since the first clean up in 2000, volunteers have collected and removed more than 187 tons of debris.

This debris, if not removed from the beaches, continues to follow ocean currents and tides to end up fouling other beaches and endangering wildlife.

Noteworthy activities this year included:

- ◆ 700 iron-on Coast Cleanup patches, the design and manufacture all contributed. And yes, we ran out!
- ◆ The Clallam Bay-Sekiu Lions Club and friends tackled a new section of the Strait of Juan de Fuca shoreline, from Neah Bay to Sekiu,
- ◆ One volunteer team worked with members of the Hoh for a first time clean up of Hoh Reservation beaches.
- ◆ An armada from Washington Water Trails Association cleaned up Lake Ozette.
- ◆ Second Beach had been closed for several years, so a huge deposit of debris needed to be taken off that favorite beach.
- ◆ Washington Alpine Club, aided by a very low tide, removed all the debris from Oil City beaches and Jefferson Cove north of Hoh Head, and trucked it all to dumpsters at Rialto.

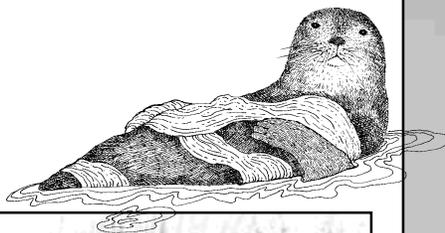
For more highlights of this year's cleanup and great photos and stories from previous years, here is the web site:

www.olympiccoastcleanup.us

Needed: Brochure Design and Production

Jan Klippert [founder, organizer, heart, and soul of the annual Coast Cleanup - Ed.] is looking for someone to design and produce a brochure that can be used to garner contributions to this effort.

If you are interested, please call Jan at 206-364-2689.



Olympic Mountains, A Climbing Guide

by Olympic Mountain Rescue

The Mountaineers Books, 366 pages, \$19.95.

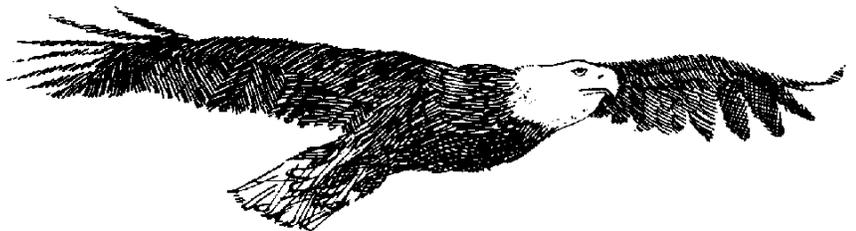
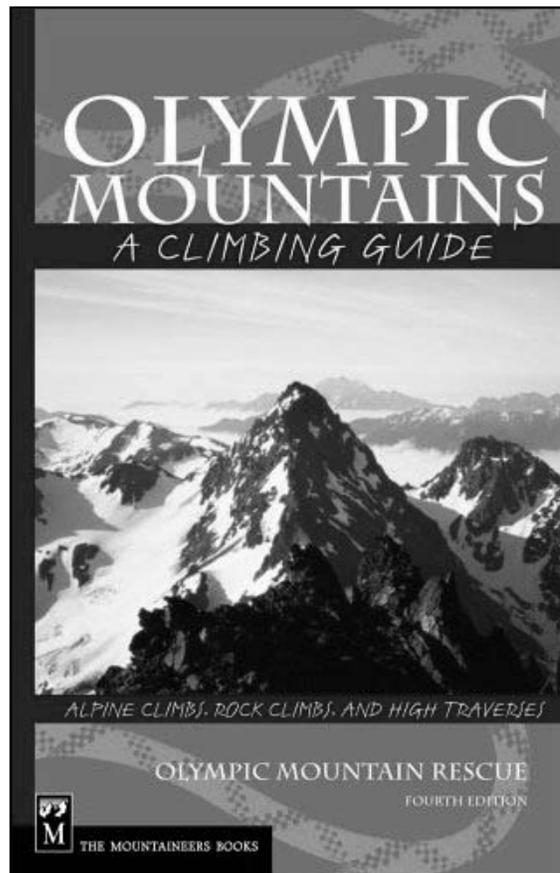
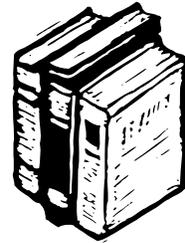
Review by Tim McNulty

This fourth edition of always-dependable Olympic Mountain Rescue's (OMR) Olympic Climbing Guide is certainly the best yet. Dee Molenaar's original illustrations are supplemented with new drawings, more detailed maps, some new black and white photos by rescue members, and the same spare but essential route descriptions that characterized earlier editions. The volume's lack of exhaustive step-by-step detail allows for the challenge of route finding, while descriptions are complete enough to keep most alpine climbers from going seriously wrong.

Along with its half-century-long dedication to mountain rescue, OMR provides a genuine service with this updated guide. Expanded by nearly a third, it contains not only new climbing routes to Olympic peaks but more detailed routes to the best of Olympics' rock climbing areas: Sawtooth Ridge and The Needles among them. It also includes more detailed route descriptions (with GIS coordinates) for alpine traverses. It's somewhat ironic that, as these off-trail routes such as the Bailey Range become pounded into the landscape by hundreds of boots, directions should become even more detailed. But the quickly changing weather in the Olympics (and the number of off-trail hikers who still find themselves lost every summer) makes such detail necessary.

A welcome addition here is the new section on sport climbs. These are mostly single-pitch rock climbs in easily accessible areas that are often within minutes of the car. Most popular is the recently-discovered Elwha Wall, a short, steep, sandstone outcrop just north of the lower Elwha Dam that offers 5.9 to 5.12 routes. Several other close-in areas around the peninsula offer short, exciting work-outs for rock hounds. This section alone merits adding this new edition to your bookshelf or pack.

A portion of the proceeds from book sales helps support the important work of OMR, so finally I'd like to offer a word of appreciation to a handful of old climbing stalwarts who were selflessly saving climbers' bacon in the Olympics a quarter-century ago when I was briefly active in OMR, and are still at it: Kent Heathershaw, Roger Beckett, and Keith Spencer, among others. Thanks for your good work, gentlemen – in print and in the mountains.





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Sally W. Soest, Editor

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*A wilderness,
in contrast with those areas
where man and his own works
dominate the landscape,
is hereby recognized as
an area where the earth
and its community of life
are untrammelled by man,
where man himself is a visitor
who does not remain.*

The Wilderness Act of 1964

