

# Candy Fleet Corporation



BOAT  
OPERATIONS

OFFICE: 1207 Front Street  
985-384-5835  
Fax: 985-384-2721

P. O. BOX 2444, MORGAN CITY, LA 70381-2444

05 December 2007

District Engineer, US Army Engineer District  
4155 Clay Street  
Vicksburg, MS. 39183-3435  
ATTN: CEMVK-PP-PQ/ Mr. Larry Marcy

RE: Dredge Spoil in "Crew Boat Cut"

Dear Sir,

I represent Candy Fleet Corporation. We are based in Morgan City Louisiana. In reference to the proposed plans to dump dredge spoil in the area of Crewboat Cut, it is difficult for us to understand why you would want to dump spoil in one of the few areas of the Atchafalaya River that does not require dredging.

Our vessels traverse Crewboat Cut on a regular basis. Crewboat Cut is a shorter route to the Gulf of Mexico. Going through Crewboat Cut saves time and money.

In the spring of the year, the area known as the "Horseshoe" is like a magnet for every tree and log coming down the river. We have dinged and bent our wheels (propellers) more in this area than any other section of the river. Every time we bend our wheels this requires a visit to the shipyard. However fortunate it is for the local shipyards to receive the work to change our wheels, we and our clients, suffer the loss of use of our vessels for this "Down Time". In a very competitive industry this can lead to tens of thousands of dollars lost per vessel, per event.

For many years, we have requested the Corp and the Coast Guard to recognize Crewboat Cut as the principle channel through this area of the river. Our experienced mariners have instructed up and coming mariners how to transit Crew Boat Cut for Safety reasons and to cut transit time. They have done so without the aid of the US Army Corps of Engineers. Crew Boat Cut is a sound and viable alternative to the Horseshoe.

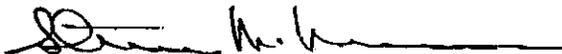
There have been numerous occasions when in the process of dredging the Horseshoe, traffic was redirected through Crewboat Cut. This in itself shows the necessity to keep Crewboat Cut open and unobstructed.

At this time we respectfully request a hearing on this matter to be held here in Morgan City.

Thank you for your attention in this matter

Respectfully,

Candy Fleet Corporation

A handwritten signature in black ink, appearing to read "Steve M. Marcrum", written over a horizontal line.

Steve M. Marcrum

Port Captain



# CENAC OFFSHORE, L.L.C.

MARINE TRANSPORTATION AND TOWING

P. O. Box 129  
Amelia, Louisiana 70340  
Phone (985) 631-3100

December 5, 2007

District Engineer  
U.S. Army Engineer District, Vicksburg  
4155 Clay Street  
Vicksburg, Mississippi 39183-3435

Attn: CEMVK-PP-PQ/Mr. Larry Marcy

Subject: **PUBLIC NOTICE**  
Proposed Use Of Additional Areas In Crewboat Cut For Dredge Material Disposal

Dear Mr. Marcy,

The purpose of this letter is to voice our concern to the disposal of dredge material in an area called Crewboat Cut located along the Lower Atchafalaya River System. We would request a public hearing be held in Morgan City, Louisiana of all interested parties of the aforementioned waterway system.

Cenac Offshore L.L.C. has recently taken a major long-term position at the Morgan City Harbor & Terminal District port facility located in Morgan City, Louisiana. Our business plan is to turn the Port of Morgan City into a major hub for mini cargo ships servicing suppliers of general cargo moving to and from the Central United States, Mexico, Central America, and the Caribbean. We anticipate having a minimum of one ship per day visiting our port facility within five (5) years. To accomplish the aforementioned goal of our business plan, we need a predictable 20 ft. channel. For our company, this is a major financial commitment to this shipping project and will have a major positive economic impact on the local and state economy. Our service will open up transportation lines that do not presently exist for small manufacturers and suppliers of goods in the geographic areas previously mentioned.

Our concern is the probable dredging of the same material twice due to active south bound currents in Crewboat Cut, eventually entering the main lower river channel. It is further our concern that the disposal of this material in Crewboat Cut will cause for additional and more frequent dredging of the Lower Atchafalaya River Channel.

We would ask that you please have a public hearing in Morgan City, Louisiana, so we can voice our concerns relative to this proposed project.

Thank you for the opportunity to make this request. If we can be of any assistance, please do not hesitate to contact us.

Regards,

CENAC OFFSHORE L.L.C.

Roger Beaudean  
General Manager

RLB/rlb



December 5, 2007

District Engineer  
U.S. Army Engineer District, Vicksburg  
4155 Clay Street  
Vicksburg, Mississippi 39183-3435

Attn: CEMVK-PP-PQ/Mr. Larry Marcy

Subject: **PUBLIC NOTICE**  
Proposed Use Of Additional Areas In Crewboat Cut For Dredge Material  
Disposal

Dear Mr. Marcy,

The St. Mary Industrial Group (SMIG) is a non-profit organization founded in 1975 for the purpose of rendering service to the community in the areas of industrial, economic and employee/employer concerns. In early 1997, SMIG formed a Deepwater Committee that would focus on problems resulting from the Atchafalaya flooding and limited water depths due to siltation. The difficulty of conducting business had caused many oil companies and related service companies to leave the area, creating a severe negative economical impact to the community.

The purpose of this letter is to voice our concern regarding disposal of dredge material in an area called Crewboat Cut located along the Lower Atchafalaya River System. We feel that disposal of dredge material in the Crewboat Cut area would jeopardize the reliability of our existing channel, which could further impact our community and our economy negatively. Since Crewboat Cut has always maintained itself without dredging, disposal material in this area could find its way further down along the channel which would increase dredging costs. In addition, many boat operators use Crewboat Cut when dredging is going on in the Horseshoe area. Crewboat Cut also provides a shorter route to the Gulf of Mexico which saves operators time and money.

Therefore, we would ask that you schedule a formal public hearing of all interested parties of the aforementioned waterway system in Morgan City, Louisiana, so we can voice our concerns relative to this proposed project.

Thank you for the opportunity to make this request. If we can be of any assistance, please do not hesitate to contact us.

Sincerely,

*ST. MARY INDUSTRIAL GROUP  
BOARD OF DIRECTORS*



Post Office Box 2727 • Morgan City, LA 70381  
6044 Railroad Avenue (70380)  
Ph: (985) 384-2111 • Fax: (985) 384-2112

**DEPARTMENT OF THE ARMY  
VICKSBURG DISTRICT, CORPS OF ENGINEERS  
4155 CLAY STREET  
VICKSBURG, MISSISSIPPI 39183-3435**

Attention: CEMVK-PP-PQ / Mr. Larry Marcy

**Subject: PUBLIC NOTICE  
PROPOSED USE OF ADDITIONAL AREAS IN CREWBOAT CUT  
FOR DREDGE MATERIAL DISPOSAL**

Dear Mr. Marcy

The purpose of this letter is to object to the disposal of dredge material in the Crewboat Cut areas and to request an official public hearing with all interested parties and stake holders of the Atchafalaya River navigation channel. I also request that the meeting be held in the Morgan City area so all local parties can attend.

My reasons for objecting to the use of the Crewboat Cut area as a disposal site are as follows:

1. The Crewboat Cut is used by many vessels to navigate the area.
2. This part of the river channel has been maintaining itself without dredging.
3. Disposal material deposited in the Crewboat Cut will probably return back into the channel below the Cut due to its self flushing and will increase the cost of dredging below the area.
4. Stakeholders for many years have requested the channel to be redirected through Crewboat Cut shortening the navigation route and eliminating the Horseshoe Area which has been a navigation and maintenance problem in the past.

Please have an official public hearing so we can voice our concerns about this project.

Thank you for the opportunity to submit request and comments. Should you have any questions or comments, please do not hesitate to contact me.

Regards,

HALIMAR SHIPYARD, L.L.C.

*/s/ William H. Hidalgo*

William H. Hidalgo, Sr., P.E.  
WHH/bh



## *Smith Marine Towing Corporation*

*P.O. Box 2047  
Morgan City, LA 70381*

*Phone 985-631-9420*

*Fax 985-631-6655*

*December 5, 2007*

*District Engineer, US Army Engineer District  
4155 Clay Street  
Vicksburg, MS 39183-3435*

*ATTN: CEMVK-PP-PQ/ Mr. Larry Marcy*

*Dear Sir:*

*I am writing to you as a concerned operator of marine vessels on the Atchafalaya River specifically about the use of the Crewboat Cut area as a disposal area for the dredging of the Horseshoe Channel. We strongly object to the use of this area as a disposal area due to the fact that virtually a 100% of our vessels use the Crewboat Cut as the main navigation channel as opposed to the Horseshoe. The Crewboat Cut is a shorter and wider route to the Gulf of Mexico.*

*The closing of the Crewboat Cut would cause congestion of traffic in this area especially when larger vessels and barges meet in the constricted and obtuse bend of the Horseshoe Channel. Also of concern is the drift of the disposal material in an open water disposal area to the lower channel causing the need for additional dredging in the lower reaches of the Atchafalaya River.*

*As a member of the Atchafalaya River Coalition we have previously advocated the designation of Crewboat Cut as a recognized channel, the result being that the USCG and the Corps of Engineers opted to remove the two bifurcation buoys that marked Crewboat Cut, to our dismay. The channel had an "informal" status as a navigable channel with the two bifurcation buoys but due to our request to have the channel formally marked with buoys between the bifurcation buoys we lost our*



## *Smith Marine Towing Corporation*

*P.O. Box 2047  
Morgan City, LA 70381*

*“informal” status. The Crewboat Cut is used frequently by all types of offshore and inland vessels using the lower Atchafalaya River, its closure or restricted use would cost time and money for a myriad of operators in our area.*

*One other concern as an avid sportsmen of fishing and hunting is the closure of the Crewboat Channel, presently all of the sportsmen traffic in this area uses the Crewboat Cut channel. Its closure would force everyone to take the longer circuitous route to the Gulf coast costing time and money for the general population.*

*The closure of the Crewboat Cut would bring about safety and economic concerns for inland and offshore operators of marine vessels, hunting and fishing sportsmen and for the USCG and Corps of Engineers.*

*With all of the concerns of coastal erosion it would seem much more logical to try to figure out a plan that would benefit and address coastal erosion instead of proposing a plan that would ultimately cause further erosion. If you close down the amount of water flow in the Crewboat Cut, the water has to go somewhere and I feel that the increase flow of water through the Horseshoe would cause the erosion of the West bank of the Horseshoe which is freshwater marsh.*

*We respectfully request that an official public hearing be held in Morgan City to afford all of the affected local parties a chance to voice their concerns about the use of a navigable channel as a disposal area that your are proposing. We have a hard enough time navigating the Atchafalaya River with our “twenty foot” channel without closing down one of the most utilized sections of the Atchafalaya River. We have continuously lost businesses in the Morgan City area due to the concerns of a navigable channel, let’s not further compound our problems with the closure of Crewboat Cut.*

*Respectfully,*



*Smith Marine Towing Corporation*

*P.O. Box 2047*

*Morgan City, LA 70381*

*Darryl Chauvin*

ATCHAFALAYA RIVER COALITION, INC.  
POST OFFICE BOX 2363  
MORGAN CITY, LOUISIANA 70381  
(985) 384-7545 TELEPHONE (985) 384-0503 FAX

Louis Tamporello, Jr., President (Bollinger Marine Fabricators, LLC)  
Charles Richard, Executive Vice President (Bayou Boeuf Electric, LLC)  
Bill Pecoraro, First Vice President (Gulf Craft, Inc.)  
William Hidalgo, Vice President (Halimar Shipyard, LLC)  
Dave Macnamara, Secretary / Treasurer (Oceanering Intl., Inc.)

December 5, 2007

District Engineer, US Army Engineer District  
4155 Clay Street  
Vicksburg, Ms. 39183-3435  
ATTN: CEMVK-PP-PQ/ Mr. Larry Marcy

Subject: Spoil Disposal Crewboat Cut

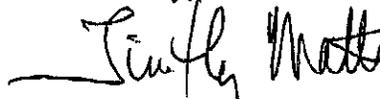
Dear Sir:

I am writing on behalf of the members of the Atchafalaya River Coalition, a group of concerned businesses located along the Atchafalaya River and within the Morgan City area. We have reviewed the proposed spoil placement plan as published in your public notice dated November 21, 2007 and find that we have some serious concerns about this plan.

Our members include several companies that regularly transit this area and they have expressed a concern that utilizing the Crewboat Cut as a disposal area will have the potential of hindering navigation. They also expressed a concern that the material deposited here will eventually return to the channel requiring future dredging or exasperating a problem further down the channel. Many of them have expressed an interest in seeing the Cut become the maintained navigation channel due to the fact that is a shorter and more direct route downriver.

We ask that you reconsider this proposal or schedule a public hearing to further explore the alternatives.

Sincerely,



Tim Matte, Executive Director



**CONRAD**  
**Industries, Inc.**

December 5, 2007

District Engineer  
U.S. Army Engineer District, Vicksburg  
4155 Clay Street  
Vicksburg, MS 39183-3435

Attn: CEMVK-PP-PQ/Mr. Larry Marcy

Subject: PUBLIC NOTICE

Proposed Use of Additional Areas in Crewboat Cut for Dredge Material Disposal

Dear Mr. Marcy,

The purpose of this letter is to voice our objection to the recent Public Notice that was sent out regarding the disposal of dredge material in the Crewboat Cut area located along the Lower Atchafalaya River. We would also request that a public hearing be held in Morgan City, Louisiana as soon as possible to allow all interested parties to voice their opinions regarding this issue.

Conrad operates three (3) yards in the Morgan City, Louisiana area and we are very dependant on a reliable 20' channel. We feel that disposal of dredge material in the Crewboat Cut area would jeopardize the reliability of our existing channel. Here are some other concerns that we have.

- Crewboat Cut is used by boat operators when dredging is going on in the Horseshoe area.
- Crewboat Cut has always maintained itself without any dredging.
- Disposal material in this area could find its way further down along the channel and this would increase dredging costs.
- Crewboat Cut is used by many boat operators in the area due to the fact that it is a shorter route to the Gulf of Mexico which saves time and fuel.

Therefore, we ask that you schedule an official public hearing in Morgan City, Louisiana to allow us to voice our concerns regarding this proposed project.

P.O. Box 790 Morgan City, LA 70381 Ph. 985-384-3060, Fax 985-385-4090  
[www.conradindustries.com](http://www.conradindustries.com)

U.S. Army Engineer District, Vicksburg  
December 5, 2007  
Page 2

Thank you for the opportunity to make this request. If you should have any questions, please do not hesitate to contact me.

Sincerely,

CONRAD INDUSTRIES, INC.

*Terry T. Frickey*

Terry T. Frickey  
Vice President & COO

TTF/lbw

*"U.S. COAST GUARD CITY" 2002 - 2007*

**TIMOTHY MATTE**  
MAYOR

P. O. Box 1218  
Morgan City, Louisiana 70381  
Telephone: 985-385-1770  
Fax: 985-384-7519  
TDD: 985-385-1770  
E-mail: c.adair@cityofmc.com

**COUNCIL MEMBERS:**

JARROD K. LONGMAN - District 1  
LARRY P. BERGERON - District 2  
RON BIAS - District 3  
LUKE P. MANFRE - District 4  
LOUIS J. TAMPORELLO, JR. - District 5

December 5, 2007

District Engineer, US Army Engineer District  
4155 Clay Street  
Vicksburg, Ms. 39183-3435

ATTN: CEMVK-PP-PQ/ Mr. Larry Marcy

Subject: Spoil Disposal Crewboat Cut

Dear Sir:

The City of Morgan City has heard from a number of our local marine industries and related businesses, and has contacted others to solicit their input regarding your proposed plan to place dredging spoil in the area of the lower Atchafalaya River adjacent to the Horseshoe reach of the Federal navigation project.

The concerns expressed by our local business and other users of the channel include their fear that the dredged material placed into the Crewboat Cut area will further hinder navigation in that area. Accordingly, it could make transiting this area more expensive or have the potential of increasing the dredging requirements downriver. This could result if dredged material leaves the island upon which it is placed when our annual high water conditions exist.

Over my years of involvement in City government and my representation of our local industry I have often heard from many of the marine companies that the navigation channel should be re-routed through Crewboat Cut instead of making the long slow turn through the Horseshoe. Crewboat Cut has had a tendency to self flush. We think this should be the Corps consideration instead of the proposed plan.

I would like to ask that this proposed plan be reconsidered or that a public hearing be held so that industry can be heard.

Very truly yours,

CITY OF MORGAN CITY

*Timothy Matte*  
Timothy Matte  
Mayor

TM



**MORGAN CITY HARBOR AND TERMINAL DISTRICT**

800 Youngs Road • P. O. Box 1460 • Morgan City, LA 70381

TELEPHONE (985) 384-0850 • FAX (985) 385-1931

Email: [info@portofmc.com](mailto:info@portofmc.com) • [www.portofmc.com](http://www.portofmc.com)

December 5, 2007

District Engineer, US Army Engineer District  
4155 Clay Street  
Vicksburg, MS 39183-3435

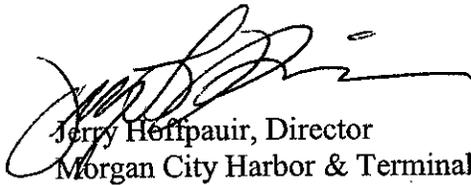
Subject: CEMVK-PP-PQ

Dear Mr. Larry Marcy,

The Port of Morgan City has received numerous enquiries regarding the placement of spoil in Crewboat Cut your public notice CEMJVK-PP-PQ. The nature and volume of these enquiries are such that The Port of Morgan City deems it prudent that the Corps of Engineers hold a public hearing in regards to this matter. By holding a public hearing all parties will have the opportunity to be heard and their concerns addressed in a public forum. The Corps of Engineers will also have the opportunity to address the necessity of the designation of this area as a disposal site.

By virtue of this letter The Port of Morgan City is officially requesting that a public hearing be held at the earliest before any further action is taken by the Corps of Engineers regarding this project.

Sincerely,



Jerry Hoffpauir, Director  
Morgan City Harbor & Terminal District

---

Raymond M. Wade  
*President*

William "Bill" New  
*Vice-President*

Gregory Aucoin  
*Treasurer*

Jerry Gauthier  
*Secretary*

Commissioners: Wallace Carline   Larry J. Doiron   Willie Tezeno   Warren "Steve" Orlando   Deborah B. Garber

Jerry L. Hoffpauir  
*Interim Executive Director*



December 05, 2007

District Engineer  
U.S. Army Engineer District, Vicksburg  
4155 Clay Street  
Vicksburg, Mississippi 39183-3435

Attention: CEMVK-PP-PQ/Mr. Larry Macy

Subject: **PUBLIC NOTICE**  
Proposed Use of Additional Areas in Crewboat Cut for Dredge Material Disposal

Dear Mr. Macy,

The purpose of this letter is voice our objection to the recent Public Notice that was sent out regarding the disposal of dredge material in the Crewboat Cut area located along the Lower Atchafalaya River. We would also request that a public hearing be held in Morgan City, Louisiana as soon as possible to allow all interested parties to voice their opinions regarding this issue.

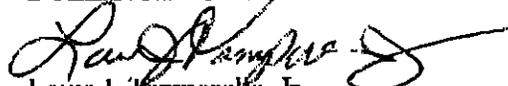
Bollinger Shipyards has three (3) yards in Amelia, Louisiana and we are very dependant on a reliable 20' channel. We feel that disposal of dredge material in the Crewboat Cut area would jeopardize the reliability of our existing channel. Here are some other concerns that we have:

- Crewboat Cut is used by boat operators when dredging is going on in the Horseshoe area.
- Crewboat Cut has always maintained itself without any dredging.
- Disposal material in this area could find its way further down along the channel and this would increase dredging costs.
- Crewboat Cut is used by many boat operators in the area due to the fact that it is a shorter route the Gulf of Mexico which saves time and fuel.

Therefore, we ask that you schedule an official public hearing in Morgan City, Louisiana to allow us to voice our concerns regarding this proposed project.

Thank you for the opportunity to make this request. If you should have questions please do not hesitate to contact me.

Sincerely,  
BOLLINGER SHIPYARDS

  
Louis J. Tamporchio, Jr.  
Contract Administrator

ISO 9001 - CERTIFIED

816 BOLLINGER LANE • POST OFFICE BOX 1609 • AMELIA, LOUISIANA 70340-1609  
PHONE (985) 631-5300 • FAX (985) 631-5499 • www.bollingershipyards.com

A BOLLINGER SHIPYARDS, INC. COMPANY

## Bollinger Marine Fabricators L.L.C.

816 Bollinger Lane  
P. O. Box 1609  
Amelia, LA 70340-1609

Facsimile Cover Sheet  
Fax No. (985) 631- 5498 or 5499

To: LARRY MARCY

Date: 12/05/07

Company: US ARMY CORP OF ENG

From: Lou Tamporello 

Fax No: 601-631-5115

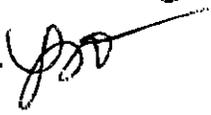
Subject: PUBLIC HEARING

No. of Pages: 2  
(Including Cover)

---

See Attached

I can be reached @ 985-631-5349 or 985-518-5576.

Lou T. 

For Assistance or Verification Call Lou Tamporello @ (985) 631-5349.

EXPANSION OF HORSESHOE BEND  
DREDGED MATERIAL DISPOSAL SITE

Please comment below. This sheet is addressed on the back and postage has been paid. Please take the time to fill in, fold, and send this sheet back to us so that we may consider your comments on the proposed expansion of the Horseshoe Bend Dredged Material Disposal Site into Crewboat Cut or you may contact us by e-mail at:

mvkccda@usace.army.mil

My name is Kenny Nelkin, I am the owner of Candy Fleet Corporation, a crew boat & supply vessel company based in Morgan City, I have 21 vessels. I also am an owner of Shell Island.

I do feel that Crewboat Cut should be the designated channel, I would like to see it marked and minor dredging when needed.

I would also like to say that I will approve and assist the corps of engineers with a disposal site at Shell Island if the site cannot be used by the Public. I already have problems with the Public Hunters believing my land is part of the Wildlife refuge which borders Shell Island.

If you would like to talk more call me at 985-384-5835

Sincerely  
Kenny Nelkin



Natural Resources Conservation Service  
3737 Government Street  
Alexandria, LA 71302

---

January 11, 2008

District Engineer  
U.S. Army Engineer District, Vicksburg  
Attention: CEMVK-PP-PQ/Mr. Larry Marcy  
4155 Clay Street  
Vicksburg, Mississippi 39183-3435

Dear Mr. Marcy:

**RE: PROPOSED USE OF ADDITIONAL AREAS IN CREWBOAT CUT FOR DREDGE MATERIAL DISP.  
ST. MARY AND TERREBONNE PARISHES, LOUISIANA**

Thank you for providing our agency with the opportunity to respond to your letter wherein you requested views and comments regarding the above project.

There is no prime farmland in the vicinity of any of these projects and it appears the projects will not impact any NRCS work in the immediate area. Our Soil Survey also indicates that they are no hydric soils present in the proposed project site.

NRCS has no objection to this project. Further, we do not believe there will be an adverse effect on the surrounding environment provided appropriate erosion control measures are taken during construction.

Should you have questions regarding the above comments, please feel free to contact John Boatman, District Conservationist in our Thibodaux Field Office, at (985) 447-3871 or Charles Stemmans, District Conservationist in our Franklin Field Office, at (337) 828-1461.

Sincerely,

A handwritten signature in black ink, appearing to read "E. J. Giering III".

E. J. Giering III, P.E.  
State Conservation Engineer

cc: John Boatman, District Conservationist, Thibodaux Field Office  
Charles Stemmans, District Conservationist, Franklin Field Office

## **Marcy, Larry E MVK**

---

**From:** MVK Crewboat Cut Disposal Area,  
**Sent:** Wednesday, December 12, 2007 10:36 AM  
**To:** Eagles, Paul MVK; Marcy, Larry E MVK  
**Subject:** FW: DRAFT COMMENTS CONCERNING PUBLIC NOTICE- PROPOSED USE OF  
ADDITIONAL AREAS IN CREWBOAT CUT FOR DREDGE MATERIAL DISPOSAL

-----  
From: Greg Linscombe[SMTP:GLINSCOMBE@CLF-CO.COM]  
Sent: Wednesday, December 12, 2007 10:35:25 AM  
To: MVK Crewboat Cut Disposal Area,  
Subject: DRAFT COMMENTS CONCERNING PUBLIC NOTICE- PROPOSED USE OF ADDITIONAL AREAS IN  
CREWBOAT CUT FOR DREDGE MATERIAL DISPOSAL Auto forwarded by a Rule

Larry Marcy,

I appreciate the time you and Paul Eagles have taken to explore and discuss alternative disposal sites. I look forward to a continuing dialogue to find ways to protect the east bank of the Avoca Island Cutoff.

The comments below concern the Public Notice- PROPOSED USE OF ADDITIONAL AREAS IN CREWBOAT CUT FOR DREDGE MATERIAL DISPOSAL, dated November 21, 2007. Much more information is needed to fully consider a position on this proposed action.

A statement is made in the PROJECT PURPOSE that a study was made indicating that closing Crewboat Cut will not increase upstream flooding. Does this mean that water levels in marshes adjacent to the river and above this closure will not have higher water levels as a result of this closure? Existing elevated water level and resulting erosion in these fragile floating marshes are the greatest threats to their long-term survival. Two concerns that I have are;

1-water levels on CL&F property as a result of this closure? This will likely require modeling.

2-With the narrowed channel along Crewboat Cut will this channel silt-in (close up) or will the narrow channel increase water velocity and maybe erode the mudflats along the east bank? This will have to be considered over the time period required for a complete closure. Much more detail is needed concerning the rate of closure of Crewboat Cut and expected impacts along this channel during the closure.

Certainly a Public Hearing is needed, but only when details of this proposed closure can be provided to all interested parties.

Please place me on all mailing lists for updates on this project and all other concerning the Atchafalaya River and adjacent channels

Thanks again,

Greg Linscombe

Greg Linscombe

Continental Land & Fur Co.

39730 Les Rois Rd.

Gueydan, LA 70542

337 774-0098 Office

337 774-0823 Fax

337 519-8006 Cell

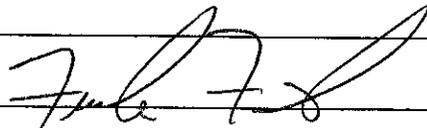
EXPANSION OF HORSESHOE BEND  
DREDGED MATERIAL DISPOSAL SITE

Please comment below. This sheet is addressed on the back and postage has been paid. Please take the time to fill in, fold, and send this sheet back to us so that we may consider your comments on the proposed expansion of the Horseshoe Bend Dredged Material Disposal Site into Crewboat Cut or you may contact us by e-mail at:

mvkccda@usace.army.mil

KEEP CREWBOAT CUT OPEN AS A VIABLE COMMERCIAL NAVIGABLE  
WATERWAY. GET CREWBOAT AUTHORIZED AS A CORPS SANCTIONED  
NAVIGABLE WATERWAY. IT SAVES TIME & MONEY FOR MARINERS, HAS  
LOWER MAINTENANCE COSTS THAN HORSESHOE FOR CORPS AND IT IS A  
MUCH SAFER WATERWAY. WHAT IS THE ISSUE?

IS THERE A NEED FOR BOTH HORSESHOE AND  
CREWBOAT TO REMAIN OPEN? IF THERE IS, THEN THE CORPS'  
MAINTENANCE COSTS WILL REMAIN THE SAME, BUT DISPOSAL COSTS  
OF DREDGE MATERIALS COULD INCREASE OVER TIME. THERE IS A  
NEED FOR DREDGE MATERIAL IN TERREBONNE PARISH, CAN  
IT FIND ITS WAY THERE COST EFFECTIVELY.



FRANK FINK

DIRECTOR ECONOMIC DIV.

ST. MARY PARISH

## Marcy, Larry E MVK

---

**From:** MVK Crewboat Cut Disposal Area,  
**Sent:** Tuesday, January 15, 2008 11:13 AM  
**To:** Eagles, Paul MVK; Marcy, Larry E MVK  
**Subject:** FW: Horseshoe Bend Disposal Area

-----  
From: A.J. Cannata[SMTP:AJC@TANKSALOTINC.NET]  
Sent: Tuesday, January 15, 2008 11:12:18 AM  
To: MVK Crewboat Cut Disposal Area,  
Cc: joeycannata41@hotmail.com; 'dirk arceneaux'; 'Josh Arceneaux'  
Subject: Horseshoe Bend Disposal Area  
Auto forwarded by a Rule

Mr. Larry Marcy, Concerning the above... it is well known that the Atchafalaya River has been trying to abandon the "horseshoe" for years , in favor of "crewboat cut"... there was a time in history where the Corps was finally convinced that this was the way to go because allowing the River to oxbow the horseshoe in favor of the cut , made hydrological sense. But at the last minute , the adjacent landowners , Continental Land and Fur, got a judge to allow an injunction , to stop the Corps plan, which had the support of ALL , in our area who KNEW that the this action made the most sense. Move forward to now ... you can't undo the past ... because over the years the spoil was dumped on an adjacent flat area to the west, that was one of the best waterfowl habitats in the entire basin, it is ruined for waterfowl, now. Not to mention the millions spent in continual, maintenance dredging of the horseshoe, because it is a hydrological foil. The cut , if so designated can and would be a better riverbed than the horseshoe.. it only needs a little help from man to become the channel. This would enhance flow to the Bay which means the entire scouring ability of the river channel would be IMPROVED! This after all is , what the Corps goal is? So, the benefits are obvious.. 1) Save money, which can be used elsewhere! 2) Allow the river to follow the course , which it chooses , AND, in this case, is THE way which is most beneficial, 3 ) Prevent the eventual backfilling of the cut which is apparently , what will happen. Archivaly speaking , you are better equipped to research the Injection, but Continental 's claims were hoey and the injunction was POLITICAL. Their claim that the channel adjacent to their property would be detrimental is baseless..especially now because , in the past the Corps backfilled their property with spoil from other projects which reclaimed their riverside boundary which was compromised by the successive high waters in the '70's. I believe that the time is right to heed this input and reconsider the year in and year out maintenance of the "horseshoe", there are other areas of concern to keep the Corps, plenty busy in this basin,... and the money saved can be put to better use for the Atchafalaya River Bar Channel. That is a challenge , this is a no brainer!

Always... "Tanks-A-Lot"

A.J. Cannata

Tanks-A-Lot, Inc.

Ph: 985-385-1913

Fax: 985-385-1950

Cell: 985-714-3919

Personal E-Mail: ajc@tanksalotinc.net

Main Office E-Mail: tal.office@tanksalotinc.net

## Marcy, Larry E MVK

---

**From:** MVK Crewboat Cut Disposal Area,  
**Sent:** Tuesday, December 11, 2007 2:42 PM  
**To:** Eagles, Paul MVK; Marcy, Larry E MVK  
**Subject:** FW: PN CEMVK-PP-PQ, Horseshoe Bend Disposal Area (LAR)

**Attachments:** Proposed Nesting Migratory Bird Specification Modifications.doc



Proposed Nesting  
Migratory Bir...

---

From: Angela\_Trahan@fws.gov[SMTP:ANGELA\_TRAHAN@FWS.GOV]  
Sent: Tuesday, December 11, 2007 2:41:25 PM  
To: MVK Crewboat Cut Disposal Area,  
Cc: Ronald\_Paille@fws.gov; Ben\_Thatcher@fws.gov; Deborah\_Fuller@fws.gov  
Subject: Fw: PN CEMVK-PP-PQ, Horseshoe Bend Disposal Area (LAR) Auto forwarded by a Rule

Larry:

We are not opposed to expanding the subject disposal area along the Lower Atchafalaya River; however, I recommend that, should this disposal option be approved, efforts to avoid impacting colonial waterbird nesting colonies be considered. Waterbird nesting habitat is limited along the Louisiana coast, and islands that have been recently created through the disposal of maintenance dredged material provide suitable habitat for nesting colonial waterbirds (i.e., terns and gulls) because of the lack of vegetation. For colonies containing nesting gulls, terns, and/or black skimmers, all activity occurring within 650 feet of a rookery should be restricted to the non-nesting period (i.e., September 16 through April 1, depending on species present). I would recommend that disposal activities be completed prior to the start of the nesting season. Terns are known to nest on recently created dredge disposal islands despite the fact that work activities are still being conducted on that disposal area. While terns seem not to be deterred from nesting under these conditions, work activities could stress the birds and negatively impact their breeding productivity. If work activities can not be completed prior to the beginning of the nesting period and colonial waterbirds appear to be initiating nests, harassment measures should be conducted to deter colonial waterbirds from nesting until work activities are completed. Please see the attached guidance coordinated with the Corps' New Orleans District on this issue.

Thanks for the opportunity to comment on the proposed project. If you have any questions, please give me a call.

Sincerely,  
Angela

---

Angela C. Trahan  
U.S. Fish and Wildlife Service  
Lafayette Field Office  
337/291-3137 ph  
337/291-3139 fax

(See attached file: Proposed Nesting Migratory Bird Specification Modifications.doc)



UNITED STATES DEPARTMENT OF COMMERCE  
National Oceanic and Atmospheric Administration  
NATIONAL MARINE FISHERIES SERVICE

Southeast Regional Office  
263 13th Avenue, South  
St. Petersburg, Florida 33701

December 5, 2007

F/SER46/JH:jk  
225/389-0508

Mr. Larry Marcy  
Planning, Programs, and Project Management Division  
Vicksburg District, U.S. Army Corps of Engineers  
4155 Clay Street  
Vicksburg, Mississippi 39183-3435

Dear Mr. Marcy:

NOAA's National Marine Fisheries Service (NMFS) has reviewed the November 21, 2007, public notice titled "**Proposed Use Of Additional Areas In Crewboat Cut For Dredged Material Disposal.**" The U.S. Army Corps of Engineers proposes to utilize additional placement areas in Crewboat Cut for disposal of shoal material removed during maintenance of the federal navigation project, Atchafalaya River and Bayous Chene, Boeuf and Black, Louisiana.

Based on our review of the public notice and knowledge of the project area, NMFS does not believe that the proposed work would adversely impact essential fish habitat or marine fishery resources. Therefore, NMFS does not object to the proposed placement of dredged material as described in the public notice.

We appreciate the opportunity to review and comment on this project.

Sincerely,

for Miles M. Croom  
Assistant Regional Administrator  
Habitat Conservation Division

c:  
FWS, Lafayette  
EPA, Dallas  
LA DNR, Consistency  
F/SER46, Ruebsamen  
Files



# WAKE UP PEOPLE OF ST. MARY PARISH

TO THE DAILY REVIEW AND PEOPLE OF ST. MARY PARISH. TO THE ST. MARY PARISH COUNCIL, PARISH PRESIDENT PAUL NAUQUIN, MORGAN CITY COUNCIL AND MAYOR TIM MATT, BERWICK CITY COUNCIL AND MAYOR LOUIS RATCLIFF, PATTERSON CITY COUNCIL AND MAYOR MIKE ACCARDO. TO THE MORGAN CITY HARBOR AND TERMINAL DISTRICT.

The U.S. Army Corps of Engineers is at it again. The corps is proposing an Environmental Assessment (EA) to use dredge material from the yearly maintenance of dredging the horseshoe in the lower Atchafalaya River and disposing it in the area known as "Crewboat Cut".

I have previously sent letters to the Corps and members of the Morgan City Port Commission voicing my opinion AGAINST this. It might be because of my opposition to this AE for the reason we are going to get a public hearing on this matter on January 22, 2008 at the Municipal Auditorium.

I am not going to go into the facts of the Corps vs. Mother Nature, We all know the story of the levees along the Mississippi River and the dire effects this has caused for south eastern Louisiana with coastal land lost. The Corps has a long history in St. Mary Parish and without them we would be the ghost town that many people want us to be. The Corps has done its best to protect this area from the yearly spring floods and provided us with a usable channel that benefits the local commerce. However not all is good with the Corps either, let me give you some insight and ideas into this and other problems that we could improve on with the Corps.

First off the Horseshoe, why in the days of Congressional budget cuts (to fund the war overseas) doesn't the corps look at alternatives to the yearly dredging of the Horseshoe. What I'm talking about is instead of dredging this area of the river that Mother Nature wants to abandon every year look at our options. What needs to be done is a project test/study/experiment whatever you want to call it and dredge the Crewboat Cut to the congressional mandated depth of 20 ft and width of 400 ft and see what she does. Any Engineer that knows the effects of water is that water wants to take the path of least resistance and in this case Crewboat Cut. If most of you do not know this Crewboat Cut has between 15-30 feet of water in most of its length. In some places she is close to the mandated depth but, not all the way thru. Crewboat Cut already has the width that is mandated all she needs is a little help from the Corps going to the 20 foot depth and let's study this and see if Mother Nature maintains this depth and width then BINGO, here's your sign!

The construction and maintenance of the River and some adjacent bayous and rivers was authorized by Congress in 1968 and from my research was never changed or altered. What needs to happen is send a proposal to Congress and suggest that in addition to saving MILLIONS of taxpayer money that the Study of dredging the Cut be authorized and that the river channel be expanded to take the alternate course thru Crewboat Cut for a set period of years and see what happens. The Corps has a model of this river in Vicksburg Ms and I'm positive that modeling as such would show as history has shown that this river and all rivers will eventually abandon the oxbow (Horseshoe) and take the shorter route thru Crewboat Cut. Our port should take the lead and have a copy of this mandate studied and make recommended changes that are needed.

The only opposition to this plan of changing the river channel that I know of would be and has been the Continental Land Company who owns land adjacent to the east side of the Cut. They are against the channel running thru this area for fear of erosion of their water front from boat traffic. What Continental Land should

realize is that the very boats that would cause land erosion have been using the Cut for years now. In addition for years now the Corps has spent taxpayer money to do coastal restoration projects on their property and spent millions of our dollars doing so. I agree that if the channel is authorized to take this route we should be concerned about their land lost if it does occur. But placing a rock jetty along the banks of their property should be a onetime cost and not close the amount of yearly maintance of dredging the Horseshoe has been for years.

Also whenever we the people, the governments or private enterprises wants to destroy wetlands, do some sort of dredging etc. one of the things we have to do on a permit is show just cause and put a dollar figure on what we are destroying or dredging. I think the Corps should also have to show "cause" and "cost" on keeping the Horseshoe open. I will say that 80% of the vessel traffic that uses the Atchafalaya River for transportation runs thru Crewboat Cut. The remaining 20% have to use the Horseshoe as they are the bigger boats and barges that need the reliability of the 20 foot channel as marked. When I worked for a Marine Transportation Company our policy was for the boats to stay in the marked channel at all times. So let's do another study and get a cost of usability vs. the cost of dredging.

OK let's look at alternatives. For one we have all the sand and sediment we need. Let's figure out a way to get it where it is beneficial and not pump it into the marshes on the sides of the river as is currently done. All we are doing here is creating little levees and barriers so that when the river does flood the water cannot get over these little levees and into the surrounding marshes. One idea would be for the Corps to work with the Coastal Restoration group and see what they would recommend as I am sure is already being done. There have been numerous discussions about building a pipeline to the east and pumping the material into so badly needed places below Houma. Are these ideas still being looked at? If so what is the status.

Another alternative would be to place the material (not all but some) in barges and transport it to areas that do need it. One idea would be building islands in Lake Palourde! I have attended many meeting and mentioned this idea as islands for the thousands of birds that spend the winter in the Lake. These Islands could be used by the birds as nesting grounds like the endangered Pelicans, numerous seagulls, and other shore birds that feed in the winter months here. I have also gotten the (unofficial) blessing of a person with the U.S Fish and Wildlife Service who thought this was an excellent idea. Another idea is also in Lake Palourde in the vicinity of Simmons and Persimmons pass going into Grassy Lake. This area is eroding so fast on the Lake Palourde side that I figure the 2 lakes will join each other in the next 50 years if something is not done NOW. Lake Palourde, Grassy Lake and Lake Verrett are experiencing land lost at an alarming rate. People if you do not know this Cypress trees DO NOT SPROUT in water, they need land to get started on. This back side of the Atchafalaya will be lost in future years if some sort of restoration and diversion is not done to transfer the water from the basin to the back side.

Let's look at environmental issues and impacts. Environmentally this area they want to fill in is an excellent area for catching crabs and catfish. This open water area is known for the annual migration of the Blue Crab coming up the Atchafalaya river in the spring and getting into the basin. Yes crabs migrate here, coming in during the spring and going back offshore in the fall. In addition what about the numerous flounders and redfish that migrate up the Atchafalaya River during the winter months and low water. How many of you have caught these fish north of Crewboat Cut? In addition what about the Spoonbill Catfish that migrate these waters to come into the basin to spawn each year. if this area is filled in what are the detrimental effects of these species?

Impacts- In a public notice that I received on this issue dated November 21, 2007 it is noted in the "project purpose" that studies have shown that by filling in this area will not increase upstream flooding. I don't claim to be an engineer but I also am not stupid. Come on your going to fill in one of the main channels that flood waters take to get to the Gulf and this is not going to cause upstream flooding. What's going to happen is that the flood waters

will take longer to get to the Gulf. What's going to happen is the flood waters are going to back up into our already filled up bayous further reducing the depth of them. What's going to happen if this area is filled up NO ONE KNOWS? Once again we are going to mess with Mother Nature and NO ONE KNOWS what the outcome will be.

People do not let this issue go by the wayside. Attend your Port Commission, Councils meetings and demand that they go on record in opposition to this. I could go on for a long time about this river and give my input into what should and needs to be done. All I am stating are some facts for you to make up your own minds about this.

**Please write a letter in opposition to this and send to the following.**

Morgan City Harbor and Terminal District, 800 Young's Road, MC 70380

Morgan City Council and Mayor, 512 First Street, MC 70380

Berwick Council and Mayor, 3225 3<sup>rd</sup> Street, Berwick 70342

Patterson Council and Mayor, 1314 Main Street, Patterson, 70392

St. Mary Parish Council and President Paul Naquin, 5<sup>th</sup> Floor Courthouse, Franklin La 70538

U.S. Army Engineer District, Vicksburg, Attn CEMVK-PP-PQ (Larry Marcy) 4155 Clay Street, Vicksburg Mississippi  
39180-3435 or email to phone (601).631.5965 fax (601).631.5115

Best regards and don't give up. There is faith in everything you do.

Merlin Price Jr.

(h) 985-385-5004

(c) 985-397-0317

**CONTINENTAL LAND & FUR CO., INC.**

39730 LES ROIS ROAD

GUEYDAN, LOUISIANA 70542-5248

TELEPHONE (337) 774-0000 CELL (337) 518-8008 FAX (337) 774-0823

January 20, 2008

**FAX: (601) 631-5115**

U.S. Army Engineer District, Vicksburg

ATTN: CEMVK-PP-D (Paul Eagles)

4155 Clay Street

Vicksburg, Mississippi 39180-3435

**Re: Proposed Expansion of  
Horseshoe Bend Dredged  
Material Disposal Site**

Dear Mr. Eagles,

This letter is in response to the Public Meeting scheduled for January 22, 2008, 7 p.m. at the Morgan City Municipal Auditorium and questions related to the preparation of a required EA. It is my understanding that the expansion of the Horseshoe Bend Material Disposal Site will include portions of Crewboat Cut, for use during the annual maintenance of the Lower Atchafalaya River and Bayous Chene, Boeuf, and Black Navigation Channel, in St. Mary and Terrebonne Parishes, Morgan City, Louisiana.

Continental Land & Fur Co., Inc. (CL&F) owns and manages property bordering the Atchafalaya River from a point near the south end of Avoca Lake to a point south of Deer Island Bayou and portions of the banks along Bayou Chene and the adjacent lands and the water bottoms associated with the Avoca Island Cutoff Channel. One of our objectives in the management of these lands is to protect marshland, maintain hydrology, and reduce bankline erosion associated with the navigation channels located adjacent to or running through our property.

CL&F has worked with the COE and the Port of Morgan City providing dredged material disposal areas on our property. The largest of these areas are for upland disposal located between the Atchafalaya River and the Avoca Island Cutoff Channel. These areas have been used many times dating back to the 1980's and are currently available for use in 2008. However, we are not inclined to extend the use of these disposal sites in the future, when other nearby areas are in dire need of protection and could be used for disposal sites.

In the fall of 2005 we met with officials from the COE, Vicksburg District and the Port of Morgan City. At this meeting we explained our concern about erosion along the east bank of the Avoca Island Cutoff Channel and Bayou Chene and requested that several eroded sections of this east bank be included as dredged material disposal sites.

Although several meetings have taken place since that time, it appears that we are not significantly closer to the inclusion of these sites as disposal areas. The general

comments from the COE at these meetings have included reference to the long-term DMMP, the higher cost of using these areas because of location and the potential requirement of confinement.

The initial Right-of-Way for the Avoca Island Cutoff Channel was for a channel 20 feet deep and 800 feet wide. The average width of this channel today is 1,600 feet and in the areas where we would like to place dredge spoil material the average is over 2,000 feet (see attached photos). It is quite likely that the majority of the material that needs to be dredged from this channel this spring is from the erosion of CL&F's adjacent marshes.

The timing of the proposal to use Crewboat Cut as a dredge spoil disposal area is confusing. Had this been considered 20 years ago it might have seemed more logical. At this time one portion of the COE is planning for beneficial use of dredge spoil material authorized in the WRDA, while at the same time this proposal calls for dumping spoil in an existing channel used perhaps by more boat traffic than the Horseshoe Channel. The beneficial use of dredge spoil material seems to be the expectation of the future, yet this proposal would dump material into a channel that maybe 20 feet deep, 1,500 feet wide, and 7,000 feet long. It appears that this hole would hold a tremendous amount of dredge spoil material which could have been used beneficially, including the eroded areas of the east bank of the Avoca Island Cutoff Channel described above.

In addition to this fact we have other concerns about the closure of this channel. The timing and location of dredge spoil material in Crewboat Cut could cause increased erosion of our property along the east side of the channel. Narrowing of the channel could cause increased velocity and erosion of the adjacent marsh. An accurate answer to this question is an essential part of a complete EA. If a sufficient amount of dredge spoil material was initially placed against the east bank perhaps this erosion could be avoided.

A greater concern is related to the potential of higher water levels that might result from closing Crewboat Cut. It would seem that this closure could raise water levels in the northern Terrebonne Parish marshes as a resulting higher stage pushes water through all available outlets into adjacent marshes. Higher river stages during the past 30-40 years appear to be a significant factor in the conversion of stable marsh to fragile thin-mat floats and open water. In order to maintain and perhaps restore these marshes we need lower water levels not higher ones. The maintenance of banks to protect adjacent marsh is made more difficult by these high water levels. An accurate answer to this question is another essential part of a complete EA.

I look forward to a response to these several questions:

- (1) What are the plans for location and timing of dredge spoil placement in the Crewboat Cut and how will increased erosion of the east bank be avoided?
  - (2) How high will water levels be in northern Terrebonne Parish marshes and for what distance from the river and for what time period as a result of the project?
  - (3) Why not coordinate with other sections in the COE and La. Department of Natural Resources to use dredge spoil material beneficially instead of dumping it in this channel?
- Restoration and protection of eroding banklines along the Avoca Island Cutoff Channel

and Bayou Chene (COE navigation channel) should have a high priority for creation of spoil disposal areas resulting in beneficial use.

(4) Why not explore armoring banks along some eroding portions of the Avoca Island Cutoff Channel instead of dredging eroded material from the channel? If future dredging is required, dredged spoil material could be placed behind these armored banks.

In the past CL&F has provided maps and aerial photos (via email and hard copies) showing the general area where we would like dredge spoil disposal areas created which would slow or eliminate erosion along the east bank of the Avoca Island Cutoff Channel and Bayou Chene.

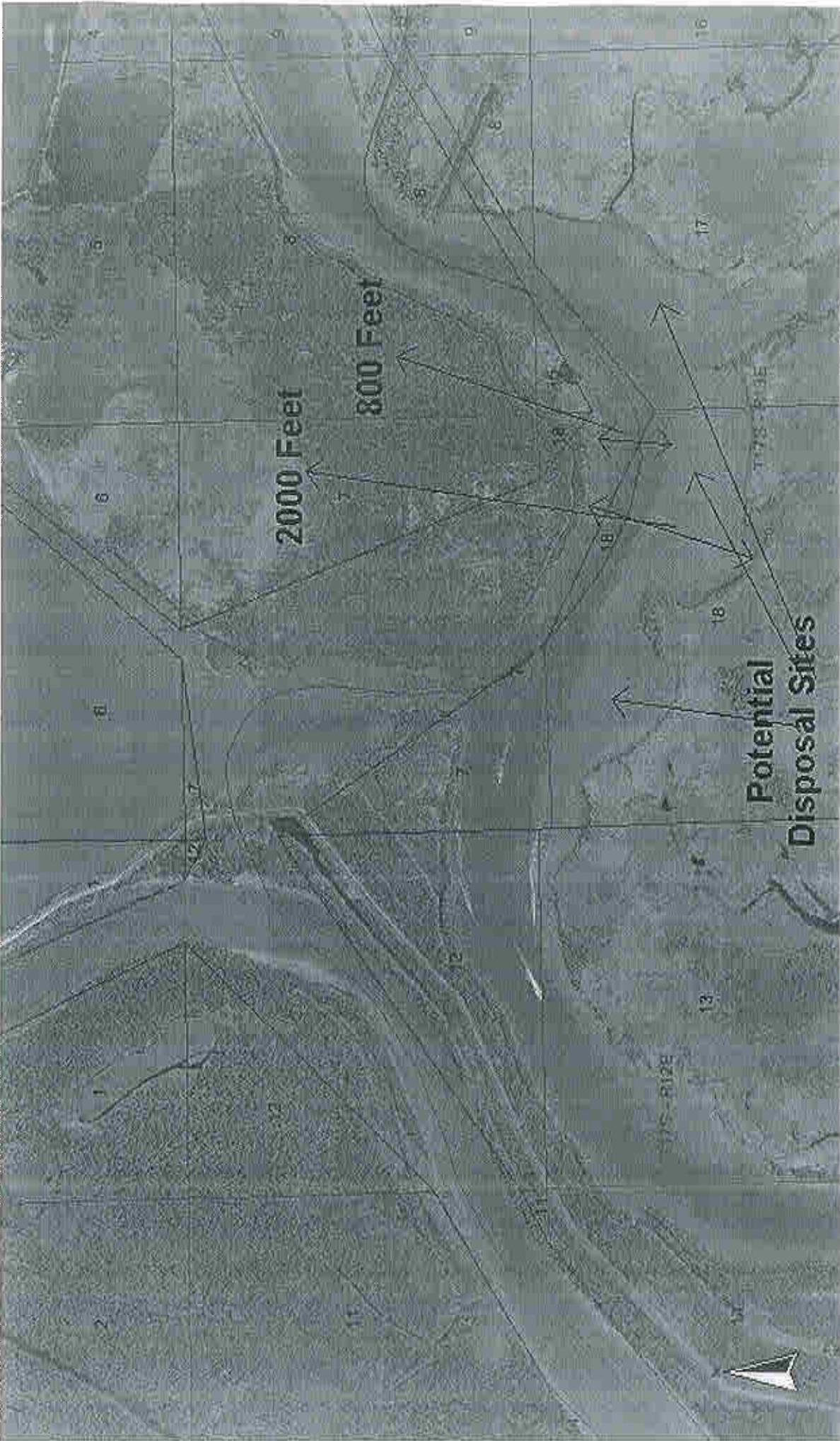
~~If you have questions or need more details please do not hesitate to contact me. I look~~  
forward to the public hearing for answers to these questions. CL&F reserves the right to provide additional comments following the public meeting and when more information is provided by the COE.

Sincerely,



Greg Linscombe  
Fee Land Manager

CC: Mr. Jerry Hoffpauir, Port of Morgan City  
Secretary Scott Angelle, La. DNR  
Ms. Leslie Suazo, Terrebonne Parish Gov.  
Mr. Kerry St. Pe', BTNEP

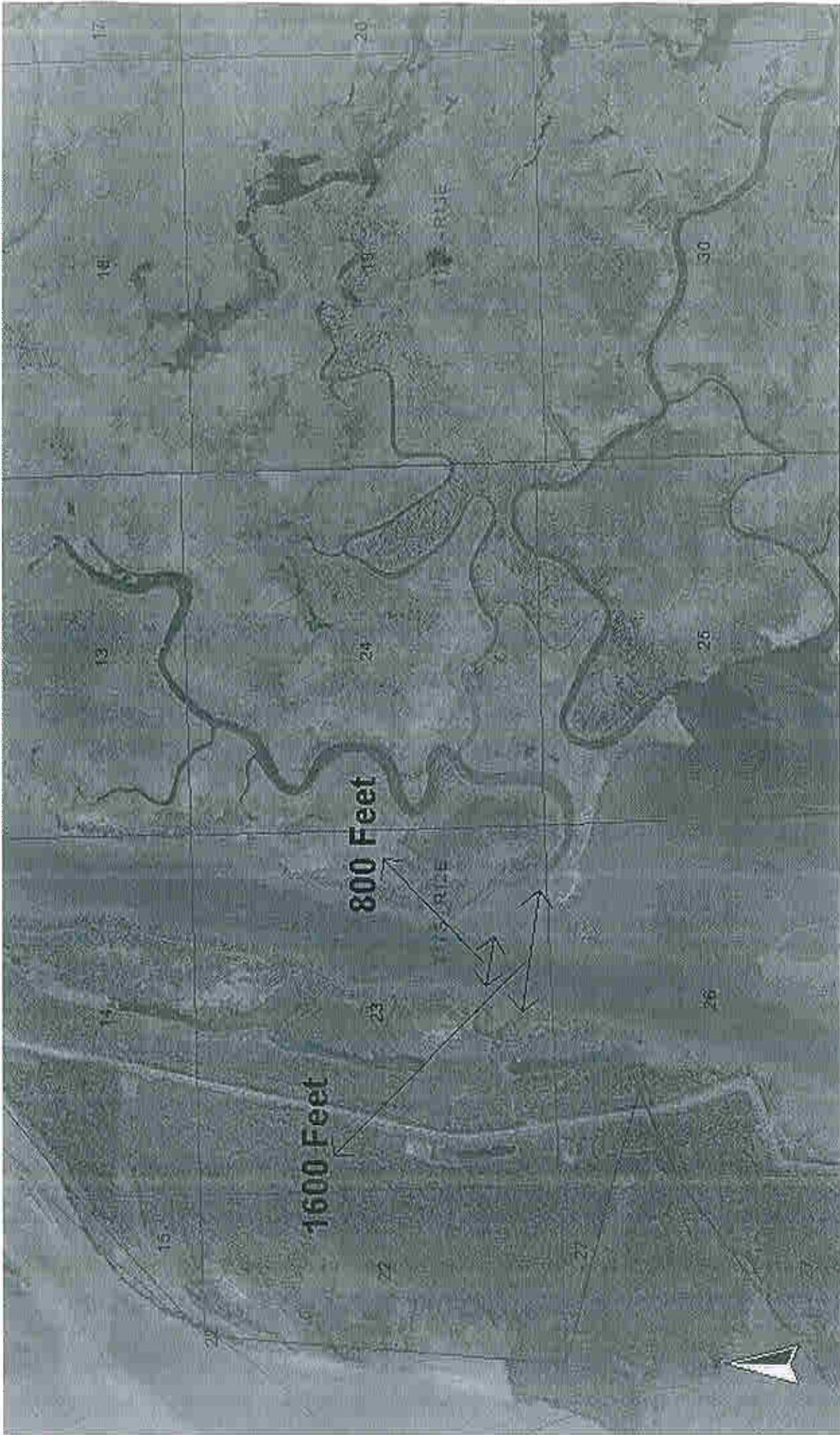


2000 Feet

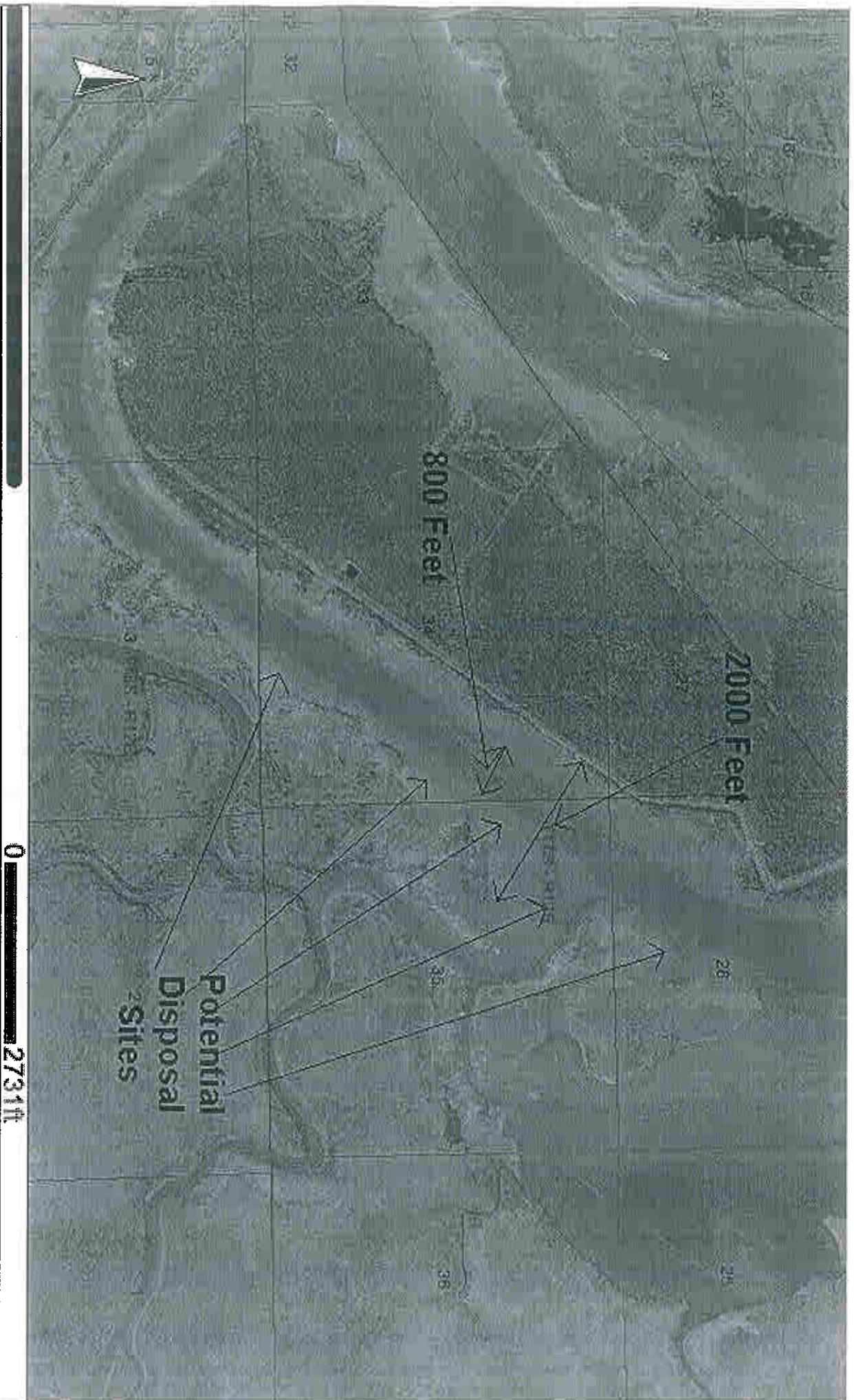
800 Feet

Potential  
Disposal Sites

0 2731ft



0 2731ft



2000 Feet

800 Feet

Potential  
Disposal  
Sites

0 2731ft

**To the Daily Review, St. Mary Parish Council, the Morgan City Port Commission and the City of Morgan City.**

I received a proposal from the Corps of Engineers in the mail on November 28, 2007 in reference to proposal # CEMVK-PP-PQ about using spoil material from the dredging of the Horseshoe Bend Reach and place the dredged material in the Crew Boat Cut area. The proposal was dated November 21<sup>st</sup> 2007 and we are given 15 days from that date to respond! In addition to almost receiving the letter a week before the deadline is one of the downfalls of the Corps of Engineers and is another black eye for the Corps. My gut feeling is this another attempt to sneak something past the taxpayers of the great nation.

I as Chairman for the past 15 years of the St. Mary Parish Waterways and Boat Landing Committee, both a recreational and commercial fisherman, and a certified conservationist am personally against this for the following.

The Corps says that studies have shown the proposed filling in of this area will not increase the flooding in the upper Atchafalaya River. I know enough about this river and do know that when you fill in part of a water body it slows the upstream flow down, thereby increasing the flooding upstream. I know this would increase the length of time the flooding would occur in the Morgan City and Berwick areas during the annual spring flooding. In addition this will also cause the river water to slow down at this point and further fill in the bayous including the Bayou Chene above the Crew Boat Channel. When sediment carrying water slows down the sediment falls out creating new land wherever this happens. We are experiencing every year that past us the bayous getting smaller and smaller in this area. Eventually over time no one above this area will be able to access their camps and or hunting leases. While the rest of the State of Louisiana below the Intracosatal Waterway suffers from a lack of sediment we therefore have way to much.

If the Atchafalaya River were to take the Crew Boat route this would eliminate the need to dredge the Horseshoe bend altogether, therefore the Corps could utilize this money elsewhere. At this time when the budgets of the Corps is under fire from Congress and the President I would think pursuing the idea of going this shorter route would make since! Just think the amount of money (millions) that could be saved if the horseshoe was abandoned and that money put to better use!!!! The Corps proposed to do an environmental impact study to evaluate the impacts of this operation. I demand that the people of this Fishing Community, both recreational and commercial be involved.

This is a proven shorter route to the gulf and given time the river would eventually take this route. ALLOT of small boats, recreational, commercial, shrimping, crewboats, tugs and barges use this route thru Crew Boat Cut as a safer and shorter means of getting down river vs. going all the way around thru the horseshoe.

IN addition this open area of water is EXCELLENT for crabbing, catfishing and other types of recreational and commercial fishing. The only boats that do not use the Crew Boat cuts are the larger offshore vessels. The Corps needs to do a study (not that I'm in favor of this) but do one on the usage of the Horseshoe vs. Crew Boat Cut and the cost benefit ratio. People if you remember the Corps made the local Port do a cost benefit Ratio on the 35 foot channel and the benefits did not come back in our favor.

So guess what, the 35 foot channel will never happened because the cost benefit ratio did not show good numbers. I bet the numbers would favor the Crew Boat Cut Channel. I say what's good for the goose (Corps) is good for the gander (the citizens of St. Mary)?

The Morgan City Port Commission, The Saint Mary Parish Council and the local Cities need to go on record and stop this. In addition they need to advise the corps that we want the authorized river channel be changed to flow thru the Crew Boat Channel vs. the Horseshoe.

While being against this proposal, we also need to help the corps come up a plan to dispose of this material until an alternative can be accomplished. I proposed to the Port Commission a couple years ago to use spoil material to build up the very end of the Avoca Island. The land is owned by a major land company and not Avoca Inc. and I have talked to the land owners about this proposal. This area is twice the size of the McDermott yard in Amelia and could one day be the Port of South Louisiana, Morgan City. While the Parish does not have the moneys to replace the ferry with a bridge, the Port of Morgan City has the power and authority to go after the moneys to build a bridge to this area and further expand the port onto this property. The research was done.

We need to form the **Lower Atchafalaya River Conservation Association** (LARCA) to address this issue and others that will affect the livelihoods, and recreational activities and be involved in the long term planning for river both above in the Basin and below in the Delta.

Contact information is to be sent to by writing a letter and mailing to.

US Army Engineer District, Vicksburg, Attn. CEMVK-PP-PQ/Mr. Larry Marcy, 4155 Clay Street. Vicksburg, Mississippi 39183-3435. Mr. Marcy also can be reached at (601)-631-5965

Comments can also be submitted by email to [mvkccda@usace.army.mil](mailto:mvkccda@usace.army.mil).

I urge everyone to send a letter or email ASAP. We have 15 days from November 21st believe that or not we are already overdue.

Regards, Merlin R. Price Jr.

[captmerl@bellsouth.net](mailto:captmerl@bellsouth.net)

925 Fourth Street

Morgan City, La. 70380

985-397-0317