

May 29, 2019

Honorable Patricia Seitz,  
United States District Judge  
United States District Court  
Southern District of Florida

Judge Seitz:

I am a 73-year-old, resident of Alaska since 1962. I am a veteran of the commercial fishing and industrial boat industries, among other things. My sense of self is grounded in the pristine waters, environment, and fish and game of Alaska. I continue to fish commercially and my livelihood has always been dependent on being able to market clean, fresh fish.

I am writing in regard to US v. Princess Cruise Lines, Ltd., Case No.: 16-20897 – CR, a case that has been publicly discussed in Alaska and of considerable interest to me.

My commercial fishing activity occurred over 40 years in what is known as regulatory area 2C, specifically south of the town of Juneau in Stephens Passage and west of Juneau in western Icy Strait at, and including, the waters at the entrance to Glacier Bay. In these waters interaction with, and observation of the behavior of tour ships was a daily event for me. Countless times I communicated with tour ship wheelhouses advising of fishing gear location and making arrangements for safe passage.

Carnival Corporation-owned Princess Cruises, Holland America Line, Seabourn, and Carnival Cruise Line ships all frequent Alaska during cruise season, including visits to Glacier Bay. On a daily basis, I observed the cruise ship industry and the ships owned by Carnival Corporation themselves violate the letter and the spirit of environmental law. Over the last thirty years this has included dumping gray and black water in inside passages and offshore waters. Up through about 2015–2016 I would regularly go fishing in these very waters.

I fished for halibut in this area, which involves ground-line sets that remain anchored in place for hours at a time. So I had occasion to be on the water at

all hours of the 24-hour cycle and personally observed contaminated water in the tide race.

I have repeatedly encountered heavily polluted water in this area. These incidents included masses of a chemical-laden tan-colored foamy substance that was slippery to the touch. It appeared to be akin to what you would find discharging from a sewage plant. Before the cruise ships began frequenting these waters I never encountered anything like this; it is nothing like any of the various natural phenomena I have encountered in my years of fishing in this region. However, once the cruise ships made Juneau's port a frequent stop, I repeatedly ran into these masses in huge quantities in the water column where I was fishing. I would commonly see this pollution on the early morning tide after the cruise ships came to dock.

These sorts of stories are legion, and I am well aware that in a court of law they would have no standing because of course it's just one old fisherman's word against a double handful of company lawyers all demanding certified water tests, air sampling, proof of veracity, etc. But a simple thought experiment sort of proves my point: how many days worth of sewage from six or eight thousand individuals can a cruise ship hold until it has to hang out a giant, "Bathrooms out of Order" sign? Of course they say they are treating the sewage, but this does not remove all of the pharmaceutical and other chemicals that may be in it and that can have negative impacts on our fisheries and our health. How much oily bilge water can the engine rooms hold until the water goes over the cat walks?

A complex mix of issues drives and informs cruise ship behavior. They stay tied up in towns during the shopping day allowing passengers and crews to shop and sightsee. Then they travel at night to the next location. This gives them the opportunity to do pretty much anything they want to do on a 24-hour cycle.

As of this year, there is a new twist in that there is a new cruise ship terminal at Icy Straight Point next to the town of Hoonah, Alaska. Carnival's subsidiary lines all call at this new port, including Princess, Holland America Line, Seabourn, and Carnival Cruise Line. Many cruise ships exit Glacier Bay at 4:00PM, but don't want to show up in Hoonah, which is only 90 travel-minutes away, until early hours the next day. So they have created what they call "wilderness sightseeing" which entails exiting west out North Inian passage to the open Gulf of Alaska, doing a giant rectangle that uses

up the night hours, and returning east to arrive in Hoonah to start the tour day. Some Carnival ships call this a “scenic cruising” day and purportedly are going to look at the Hubbard Glacier. My understanding is that a governing purpose of this odd loop into the Gulf is to dump their tanks off shore.

I have also repeatedly seen oil sheens in these waters, even though the water currents in these areas mask most of the oil pollution from view with the naked eye. Indeed, the waters of western Icy Strait and the entrance of Glacier Bay are subject to the strongest tidal currents in Southeast Alaska, and one consequence is that these sweeping currents mask cruise-ship dumping.

Air pollution from Carnival ships was also readily observable on multiple occasions. I have witnessed the ships burning heavy fuel oil leaving miles of air-borne pollution observable in early morning hours in calm weather. I regularly see miles-long streaks of black air emissions coming from these cruise ships.

I was not surprised, but I was incensed at the revelations in the 1<sup>st</sup> Annual Report of the Court Appointed Monitor: that Carnival brand ships burning heavy fuel oil off the coast of Alaska without even the scrubbers online for nearly seven hours and that they dumped effluent – including gray water – in Glacier Bay while on probation for illegal dumping is inexcusable.

Such illegal dumping and air pollution have a direct and negative impact on myself and other fishermen and members of port communities along the Alaskan coast.

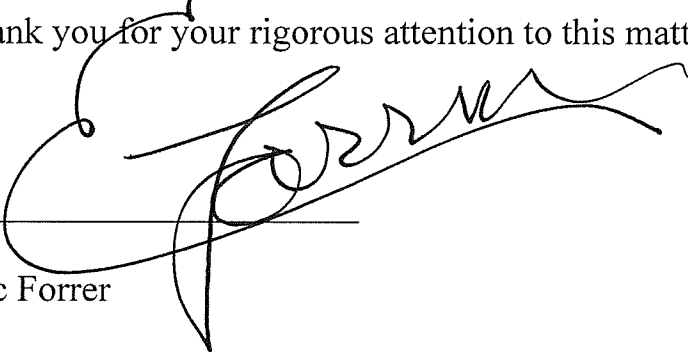
The off-shore Gulf waters are described by the cruise ship and commercial fish industries as the “pristine icy waters of the North Pacific” from which Black Cod, Salmon, Crab, ground fish, and prawns are harvested for market. Turns out, between four and ten cruise ships a day are dumping tens of thousands of gallons of sewage and hydrocarbon-contaminated waste streams into these same pristine waters on a daily basis, and have been doing so for decades – and that includes Carnival-owned ships.

Judge Seitz, throw the book at these guys. We know the situation, we know they are driven by their bottom line, and we know they will fight standards for a cleaner world.

They will only come around when being dirty is more expensive than being clean.

There are lots of other issues with Carnival Corporation, of course. But from the point of view of a resident of the State of Alaska and a fisherman who has spent decades relying on these waters for my livelihood, just getting the ships cleaned up is the first and most important step. This directly impacts residents' health and the fishing industry, which is every seafood consumer's health as well.

Thank you for your rigorous attention to this matter.

A handwritten signature in black ink, appearing to read "Eric Forrer", written over a horizontal line. The signature is stylized and cursive.

Eric Forrer

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