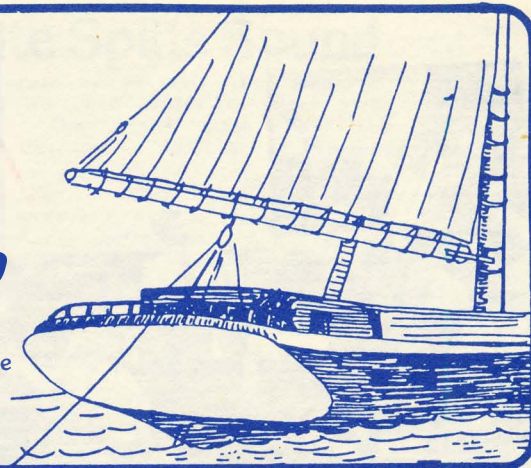


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By
Long Island Sound Taskforce
of
The Oceanic Society



The Value of Wildlife

BY DR. STEPHEN KELLERT

At the time of the Dutch settlement of Manhattan Island in the early decades of the 17th century, a now extinct bird, the passenger pigeon, was said to be so numerous that their flocks often literally blocked out the sun, turning the daytime to a kind of twilight. Yet, a mere forty years passed before the pigeon, for all practical purposes, was extinct, to linger vestigially in the form of one animal, named Martha, who finally expired in the Cincinnati Zoo in 1914, the last of her kind.

At a memorial to Martha's passage, Aldo Leopold remarked: "We meet here to commemorate the death of a species. This monument symbolizes our sorrow. We grieve because no living man will see again the onrushing phalanx of victorious birds, sweeping a path for spring across the March skies, chasing the defeated winter from all the woods and prairies... There will always be pigeons in books and in museums, but these are effigies and images, dead to all hardships and to all delights. Book-pigeons cannot dive out of a cloud to make the deer run for cover, nor clap their wings in thunderous applause of mast-laden woods. They know no urge of season; they feel no kiss of sun, no lash of wind and weather. Our grandfathers, who saw the glory of the fluttering hosts, were less well-housed, well-fed, well-clothed than we are. The strivings by which they bettered our lot are also those which deprived us of pigeons. Perhaps we now grieve because we are not sure, in our hearts, that we have gained by the exchange..."

As we know too well, this story has been repeated again and again today. Perhaps not in the particulars of a people directly persecuting a living resource for its yield in hides, furs, feathers or meat, but, all the same, in competitively excluding our fellow-voyagers through usurping their habitat or fouling both their nests as well as ultimately our own. The osprey, salmon, Cooper's hawk, peregrine falcon, various waterfowl populations and numerous terrestrial predators are but the tip of the iceberg in a process of biological impoverishment and simplification that afflicts us in the Long Island Sound environs as it

does more and more on a global scale. This simplification, however, is not just one of reducing biological options for the future nor disrupting ecological processes but, perhaps more importantly, as Leopold intimated, in diminishing the aesthetic, cultural and even spiritual sustenance that man craves in his quest to render life not just materially comfortable but also meaningful, delightful and invigorating. We may be better clad and comforted, but have we gained in the exchange?



What we are considering is the notion of quality of life. I suspect, we have done a far too ineffective, even poor job of articulating this concept and its importance. As a consequence, our posture in defending environmental matters tends toward the defensive, belligerent, reactive -- a case of typically focusing on the countless brushfires and conflicts between development and protection, exploitation and preservation, standards of cleanliness and a little toxic residue (of course, below minimum human tolerance).

What I would like to recommend is a more positive, more provocative and assertive posture emphasizing the

values and benefits associated with environmental quality and exposure and contact with living resources, such as wildlife. At the least, we need to be far better at precisely articulating what are the values of wildlife and a healthy environment that people derive satisfaction and benefits from and, conversely, what are, therefore, the risks when particular projects and developmental activities impact on these values. To ignore the need to define such values, however, is in my opinion to engender by default decisions inherently biased towards that which can be quantified, typically in dollar terms and serving the interests of economic development and exploitation.

Two factors primarily impede our ability to assess the importance of environmental benefits. First, a bias often exists in the minds of most analysts, the general public and legislative decision-makers toward quantitative values, especially if measurable in dollar terms and related to relatively critical human needs (e.g., food, energy, jobs). Secondly, the environmental and wildlife values considered are often incomplete and inconsistent and, as a consequence, typically grossly understate the values at risk when natural objects and living resources are impaired or destroyed.

If I were to suggest an alternative approach to identifying, asserting and deliberately emphasizing a range of important wildlife and environmental values for protecting natural objects, the following values or benefits would need to be considered in every situation:

1. naturalistic/outdoor recreational values -- i.e., the appreciative benefits associated with direct contact and experience with natural settings and wildlife (e.g., in the context of camping, backpacking, hunting, fishing, birdwatching, etc.);
2. ecological values -- i.e., the systemic importance of particular environmental habitats to the well-being and continuity of interrelated flora and fauna, as well as to the maintenance of hydrological, soil and other basic biogeochemical processes;
3. existence or moralistic values -- i.e., the significance of particular habitats or species as treasured spiritual objects to preserve and protect regardless of their immediate



Panel discussion underway on dredged material disposal at 1982 Environmental Leader's Conference (Photos by T. N. Wynne)

Coast Guard under Attack

The current administration's efforts to reduce the budget of the Department of Commerce are making themselves felt in many ways on Long Island Sound. A casualty list of the actions proposed include the termination of the Sea Grant program, reduction and elimination by FY 83 of the Coastal Zone Management program; and the cutback of aquaculture efforts by the National Marine Fisheries Service. The Coast Guard under the Department of Transportation, unlike other defense agencies, has also been targeted for major cuts.

Under the Reagan Administration proposal to reduce and balance the Coast Guard's 1.8 billion dollar budget, a system of users fees will be introduced. For the moment, this proposed action will be felt in two potential areas: 1) user fees for boats based on their size (demonstration figures show an annual fee of \$110.00 for a 17 foot sailboat while fees for commercial vessels mount into the thousands); and 2) increased cost of NOAA charts to recover the full cost of producing and distributing the charts. Currently a harbor chart for the Sound costs approximately \$4.50. If the proposed legislation is passed, a single chart will likely sell for at least \$13.50 in FY 83, and more in subsequent years.

In another move to cut down maintenance costs, the Coast Guard is proposing to "streamline and consolidate" its aid to navigation forces in the immediate future. To the mariner this means the discontinuation or downgrading of hundreds of navigational aids in the Sound. Aids to navigation named allegedly serve only one or two user groups, mark redundant channels, serve only shallow draft non-commercial vessels, mark easily recognizable and well charted hazards, and represent more than the minimum necessary for the safe navigation of a channel.

It is interesting to note that the number of accidents on the Sound is at an all time high along with search and rescue efforts. Collision is the cause for approximately 50% of the accidents reported and at least 90% of the vessels on Long Island Sound are recreational.

If you are a boater or a sailor, find out which of these actions affect you and direct your comments to Commander (oan), Third Coast Guard District, Governors Island, New York, NY, 10004.

If the proposed removal of navigational aides is carried out, make sure that your charts (hopefully they will cost you less than \$13.00 each) are up to date. The buoy that once marked your homeward leg, may or may not be there next boating season.

On the positive side, the U.S. Environmental Protection Agency and the U.S. Coast Guard have commenced a review of the costs and benefits of, and the alternatives to, the current Marine Sanitation Device (MSD) program. This action is being taken as a result of the many complaints by the public regarding the costs and impracticability of the existing program. Comments are being solicited for this review and should be directed by April 19, 1982 to Marine Safety Council (G-CMC) Room 4402, U.S. Coast Guard Headquarters, 2100 Second Street S.W., Washington, D.C., 20593.

As anyone who spends time on the Sound realizes, the MSD law as currently written and enforced is not working. The Taskforce is in support of abolishing current legislation as it effects recreational vessels. The "head law" is unenforceable, especially now that the Coast Guard is having its budget cut back. The Taskforce will support and actively work for legislative action that support the guidelines set forth under the Connecticut Water Quality Standards and Criteria; i.e., the protection of shellfish, bathing, and mooring areas which may be subject to absolute restrictions on the discharge of pollutants. MSD standards should continue to be maintained as applicable for commercial vessels in excess of 65 feet. While the Taskforce would like to see Long Island Sound a no-discharge zone, it is pure fantasy to expect the current MSD legislation to aid that goal, and furthermore to expect the Coast Guard to enforce it. LIST looks forward to working toward an alternative approach.

Whale Watch

Humpback, fin, minke, and right whales will once again be the quarry of the Taskforce's Spring Whale Watch on Cape Cod, May 15 and 16, 1982. The whale watches will be aboard Captain Avellar's Dolphin fleet and several marine mammal experts will be on hand to spot and describe the variety of whales, seabirds, and marine life likely to be encountered.

Arriving on the Cape Friday night, May 14, the weekend will feature two separate whale watches, field trips to the Cape Cod National Seashore to enjoy the dunes and other unique features of the area, and a slide lecture on marine mammals Saturday night.

Interest in LIST Whale Watches has been high in the past, and reservations will be given on a first come, first served basis. Contact the Taskforce for further information and reservations. Prices range from \$55 to \$90 per person and include two whale watches, two night's lodging, two continental breakfasts, and leader's fees.

White Water

Spring in New England is the time for high water and white water canoeing. On Saturday, May 1, 1982, the Mountain Workshop will be conducting a 10½ mile canoe trip down the Housatonic River from Falls Village to Cornwall. The Mountain Workshop runs a first rate program and this area of the Housatonic is extremely scenic. Instruction will be provided and the participant need only to bring the ability to swim and previous canoe experience. The group will rendezvous in Cornwall Saturday morning. Space is limited. The cost of \$30.00 per person includes all equipment and lunch.

Sea Camp '82

Now that the kids have returned for Spring vacation, its time to start figuring out what they want to do, or you want to do with them, for the summer. Try SEA CAMP '82.

Sea Camp '82 is a two week marine education day camp offered by the Taskforce for children ages 8-11 and 10-14. Beginning July 5, four two week sessions will be spent on research cruises aboard the R/V Oceanic, day trips to Gateway National Park, full day sail aboard the tall ship Clearwater, field trips to area salt marshes and intertidal zones, and much, much more. Registered by the State of Connecticut and staffed by experienced staff with an excellent staff to camper ratio, Sea Camp '82 is a unique marine education experience. For further information and a copy of our brochure, call or write LIST: (203) 327-9786.

Bird Carvers Show

The Connecticut Audubon Society will stage a major exhibition of bird carving and wildlife art at the Burr Homestead in Fairfield, CT on May 14-16. For an informational leaflet and further details call CAS at (203) 259-6305.

The State of the Sound Conference

The impact of dredged material disposal on the marine environment will be the focus of the 1982 State of the Sound Conference to be held on Saturday May 22, 1982 at the Marine Sciences Research Center, State University of New York, Stony Brook, Long Island.

An overview of existing knowledge concerning open water disposal impacts; presentations on alternatives to open water disposal (barrow pits, containment islands, upland, etc.); discussion and critique of the permitting processes in Connecticut and New York; and a look at the future of dredging in Long Island Sound under the new federalism will all be part of this day-long conference.

The purpose of the fourth annual State of the Sound Conference is to draw together experts from throughout the Long Island Sound region to center on issues effecting the Sound. This year's Conference will devote its entire attention to the discussion of dredging and dredged material disposal. With the designation of "WLIS III" as an open water disposal site for western Long Island Sound and the real possibility of states, cities and private users having to bear the full or partial cost of federal maintenance dredging, this year's conference is both timely and provocative. For further details on the 1982 State of the Sound Conference contact Whitney Tilt at LIST.

sail!

This June, LIST will be offering two levels of sailing instruction for adults: basic sailing and intermediate sailing. The basic sailing course will utilize a methodical start-from-scratch approach. The 12 hours of basic sailing instruction will include the basics of sailhandling, helmsmanship, and safe operation. Instruction will be a mix of classroom and on-the-water instruction.

The Adult Intermediate Sailing course is a 12 hour course geared for the novice sailor ready to step up to more challenging boats. Stressing sailing theory, the course is applicable to all sailing styles and accomodates sailors with diverse backgrounds and interests.

Both of these courses will be taught especially for the Taskforce by the Longshore Sailing School. Based in Westport, Connecticut since 1960, Longshore will open a branch in Stamford this summer. Their courses come highly recommended and Longshore offers a full range of sailing courses from adult and children racing techniques to women sailing. In addition Longshore teaches windsurfing and has a complete line of sailboats for rental.

Class size is small and on-the-water training is emphasized. For registration and further information, call the Long Island Sound Taskforce (203) 327-9786.



Dump Site Splits Sound

Amid sighs of relief and howls of protest, the Corps of Engineers, New England Division, has designated an open water disposal site in Long Island Sound off Stamford, Connecticut. The sighs come from the permittees in Mamaroneck, N.Y. who have been waiting to receive the go-ahead to dredge for more than a year. Their relief is also shared by the users of other small, largely recreational, ports in Westchester and Fairfield Counties where maintenance dredging is needed to retain port and marina viability.

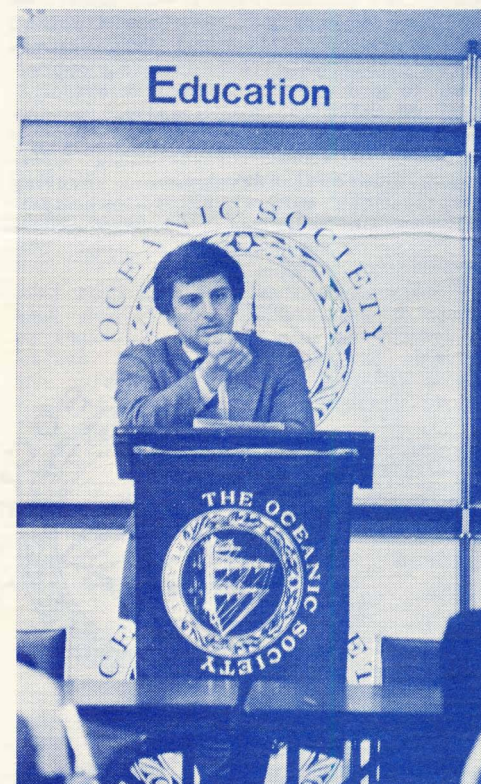
The howls come from Long Island where some interests fear that damage to fisheries, lowered water quality and other adverse impacts to the marine environment will result from the dumping of dredged material in WLIS III. The Long Island sentiment is shared by some fishermen on the Connecticut shore who feel that New York should keep their spoils to themselves. Long Island and the fishermen exclaim "not in my backyard," while harbors in Westchester and Fairfield Counties continue to silt in bringing increased economic hardship to water users like private marine owners. Some 18 harbors, largely recreational in nature, providing more than 9,000 slips and 3,000 moorings stand to benefit from the location of WLIS III. These figures are conservative and do not include boats that use the dredged channels via boat ramps nor do the statistics include many of the private yacht clubs. These boats represent multi-million dollar business in sales, repairs, goods and services, as well as related bait and tackle revenues, and the like. No study to date has attempted to fully equate the contribution of the boating industry to the economy of Western Long Island Sound. In addition, the boating public has one of the largest stakes in a healthy Long Island Sound: they use it extensively for sailing, fishing and relaxation. Without dredging, the recreational boating industry and associated benefits cease to exist.

It is the commercial harbors (having received priority maintenance dredging) which may contain sediments contaminated by heavy metals, petroleum products and other toxic substances. These substances, by-products of industrial processes, accidental spills, and illegal disposal, become associated with and chemically bonded to the fine grained material on the harbor floor.

Several impacts are associated with dredging. The majority can be mitigated through the use of management measures while others are not fully understood and are under current study. "Shortdumping," i.e., disposal of material in an area other than the designated site; loss of fishing buoys due to barge traffic; and interference with the oyster spawning season are examples of impacts that can be mitigated by existing management measures. The uptake of heavy metals into the marine food chain from contaminated material can be mitigated by capping the dredging material mound with cleaner material. Since the major New Haven Harbor dredging project of the 1960's and the even larger New London Harbor/Thames River projects of the '70's, the open-water disposal of dredged materials has been extensively and exhaustively studied by universities scientists, government researchers and independent contractors. While short term impacts have been observed only in the immediate vicinity of dumpsites, little or no medium or long term adverse impacts have been documented. And in several instances inactive dump sites have become enhanced fisheries habitats by virtue of their altered topography.

The WLIS III issue should not be made more complex than it already is. The decision rendered by the Corps of Engineers grants permission for the Mamaroneck project to dispose of approximately 60,000 cubic yards of material into WLIS III. In naming the site, the Corps has determined that only projects east of Throggs Neck will be allowed to use the site and then only after receiving a permit from the Corps and the State of Connecticut. In the nomenclature of dredging, the Mamaroneck material is "Class II" and clearly passes all testing criteria. Contrary to popular belief, the most contaminated harbors (Class III) in Long Island Sound do not occur in New York but rather the honor goes to several Connecticut harbors -- none of which are likely to be allowed to use WLIS III.

The dredging issue is far from over. The need to dredge the contaminated sediment from Black Rock harbor in Bridgeport along with the proposed elimination of 100% federal funding for federal navigation projects will severely test this new found cooperation between dredging interests, but dredging is an issue which should be decided on the best available data and expertise, not on the provincial, selfish and emotional interests of those who fail to recognize the dynamic nature of Connecticut's and Westchester's harbors and the Sound itself.



U.S. Rep. Toby Moffett delivers keynote address at the 1982 Environmental Leaders Conference

(continued from page 1)

utility or tangible benefits;

4. scientific values -- i.e., the biological and physical importance of environmental objects for advancing human knowledge and understanding of the natural world. Relatedly, the potential educational value of natural areas as outdoor classrooms;

5 aesthetic value -- i.e., the physical attractiveness and artistic virtues of environmental/wildlife objects;

6. utilitarian values -- i.e., the present and future potential of environmental objects as sources of material benefits to people and society, and;

7. cultural, symbolic and historic values -- i.e., the importance of natural areas or species as reflections of unique societal experiences and specialized affections. Relatedly, what might be called humanistic values -- i.e., strong emotional affections for individual environmental/wildlife objects.

If we could be precise about articulating these various values and benefits, my belief is that the task of making the protection case to an often dubious decision-making leadership would be considerably enhanced. In addition, a serendipitous benefit of this process might be the surprising recognition that these values are far more important to the public than at first appreciated or expected. In fact, in our study of the American public, we discovered that while a strongly utilitarian and, what we called, a negativistic perspective (i.e., indifference or dislike) of animals and natural objects were relatively quite prevalent attitudes; on the other hand, additionally common attitudes were, what we termed, a humanistic viewpoint (characterized by strong affection for individual animals) as well as a moralistic attitude (typified by concern for ethical and kindly treatment of animals and strong opposition to presumed cruelty and exploitation of wildlife). Additionally, we discovered in a variety of development conflict situations -- including forestry, industrial development, housing construction, mineral extraction, agriculture and energy development -- a

willingness on the part of a significant majority of the American public to forego these benefits if a variety of species became endangered or wildlife populations suffered serious declines.

On the other hand, it should be noted that the same study also revealed a discouraging degree of ignorance about wildlife among the American public as well as a more emotional perspective of animals. Illustrative of the public's lack of factual knowledge, on four questions concerning endangered wildlife, no more than one-third of the national sample obtained the correct answers. For example, less than 25% knew the manatee was not an insect or DDT had resulted in precipitous declines in brown pelican populations. Perhaps even more discouragingly, 70% of the national sample of 3,100 reported either having never heard or possessing very little knowledge of the Snail Darter/Tellico Dam controversy. In contrast, the most familiar wildlife issue -- but still recognized by less than a majority of the public -- was the killing of baby seals for their fur. And, as previously indicated, while a humanistic appreciation of animals was relatively common, on the other hand, an ecological attitude was relatively rare. Thus, the American public appeared to be relatively ignorant about wildlife and environmental matters and, when concerned, were more motivated by a highly emotional viewpoint than one formed by ecological or scientific understanding.

The challenge, thus, is not only for us to be more precise about delineating environmental and wildlife values, but, as importantly, to strive toward educating a relatively uninformed public about these values. While greater factual knowledge will be important to impart, the more fundamental task will be the creation of an environmental and conservation ethic. In striving to elevate the ecological consciousness of Americans, however, we will need to move beyond simply emphasizing affection and emotional attachment for natural objects, to stimulating a broader appreciation of species in relation to their land base. As Joseph Wood Krutch once remarked, "love is not enough," as the public's

relative humanistic versus ecologicistic attitudes certainly suggested. Instead, we will need to promote an empathy not just for the plight of the individual animal but, more importantly, for species and their interconnectedness. From such a perspective, love for animals is not the essential understanding, but respect, awe and an affinity for the whole as precious as its constituent parts. Most of all, an appreciation of the need to save the functioning elements is based not just on an ethic of short-term self-interest, but an understanding that the well-being of animals is ultimately related to the long-term survival of man.

In our time, Aldo Leopold best articulated this viewpoint, and as we began this discussion, perhaps it would be most informative to end with some of the insight he so generously provided. Leopold remarked: "Our ability to perceive quality in nature begins, as in art, with the pretty. It expands through successive stages of the beautiful to values as yet uncaptured by language. The quality of cranes lies, I think, in this higher gamut. When we hear his call we hear no mere bird... We hear the symbol of our untamable past, of the incredible sweep of millenia which underlies and conditions the daily affairs of birds and men."

If we are successful at specifying those values associated with healthy and abundant wildlife populations, and the measurably better sense of personal well-being which stems from an ecologically sound and attractive natural environment -- as well as better informing the public of living resources and instilling in them the beginning of a conservation ethic -- then, and perhaps only then, will sustained progress be achieved. Regardless of the economic and legislative incentives that may be created to protect natural objects, meaningful change will occur when a sense of relatedness to nature has become a visceral part of the average citizen's aesthetic and ethical consciousness.

Edited text of Professor Kellert's Keynote Address at 1982 Environmental Leader's Conference.



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