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**APPENDIX E**

**INTERVIEWS**

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# MEMO



**TO:** File

**CC:**

**FROM:** Michael Gill

**DATE:** September 18, 2003

**SUBJECT:** Conversation regarding ferry landings at Fort Providence with Sig Philipp (from Snowshoe Inn)  
Ph: 867-699-3511

**PROJECT NO.:** 03-2374-1000

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A half-hour conversation with Sig yielded the following information:

The site area has been rebuilt many times (no quantity).

There is no, and has never been, any pavement at the site, only a "chip-seal" which is a combination of tar and gravel laid down to prevent restrict gravel movement and keep down dust. There are probably a few layers of "chip-seal" on the ground, but it hasn't been in use for that long of a period (5 years? Wasn't specific).

The only possible metals objects at the site were the concrete approaches that were placed at the river's edge approximately 10-15 years ago, and any anchors that were drilled into the ground to anchor the ferry.

No environmental spill occurred in the area to his knowledge.

No structures existed at the site to his knowledge.

There should be nothing buried at the site, and certainly nothing metallic.

# MEMO



**TO:** File

**CC:**

**FROM:** Michael Gill

**DATE:** September 23, 2003

**SUBJECT:** Phone conversation with Richard Lafferty - Regional Manager of Highway Operations -  
GNWT -  
Ph: 867-874-5008

**PROJECT NO.:** 03-2374-1000

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Mr. Laffrey indicated that he had been in the are for 41 years. The ferry has been in operation since the 1960's, perhaps 1962 or 1963. The initial construction started in 1958. Fill for the ramps came from large borrow pits located on both the north and south sides. Due to the erosional power of the Mackenzie river, the ramps are under constant repair and re-shaping. Chip seal was perhaps first installed 15-20 years ago.

# MEMO



**TO:** File  
**CC:**  
**FROM:** Michael Gill  
**DATE:** September 23, 2003  
**SUBJECT:** Phone conversation with Robert Dean from Stan Dean and Sons at 10:30 am .Ph: 867-874-6864  
**PROJECT NO.:** 03-2374-1000

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Mr. Dean indicated that he has been involved with the recent operations at the site including dredging the river channel, installing the sheet pilings and the reinforced concrete ramp installed 10-20 years ago.

The ramp was installed as a sort of "upside down basement", with the outer walls sunk into the ground in order to reinforce the centre ramp. The ramp most likely started at the shoreline and was 40'x 40' in dimension. The ramp is no longer visible and is most likely buried.

To his knowledge, there have been no fuel spills at the site. Diesel for the ferry is trucked in from the Snowshoe Inn.

He has also completed dredging for the channel using a "Sourman" dredge - which is a horizontal dragline.

The landings were constructed of gravel, clay and "fill dirt".

# MEMO



**To:** File  
**CC:**  
**FROM:** Michael Gill  
**DATE:** September 25, 2003  
**SUBJECT:** Phone conversation with John Bowen - Structures Division - GNWT - Ph: 867-873-7564  
**PROJECT No.:** 03-2374-1000

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Mr. Bowen indicated that the material that constructed the ramps came from locally sources, mainly "borrow" pits that were located nearby. He indicated that in his opinion, there was nothing man-made or metallic that would have been buried during the initial site construction. However, over the course of the site's lifetime, there is a very good chance that drums, bolts, or other metallic objects may have been buried there. To indicate otherwise would be unrealistically optimistic.

There are three main metallic areas of concern at the site:

#### South End:

1. Metal sheet pilings are currently in place to resist erosion. These pilings are reinforced by "dead-men", second driven piles that are placed in the ground perhaps 5 metres behind the sheet piles and secured by cables.
2. Old anchor blocks made out of concrete (no idea whether they are reinforced with steel). The anchor blocks had steel cables attached to them which may also still be in place.
3. Concrete ramps - unsure at the present time of their size and location, but approximately 20 x 60 feet in dimension. These concrete ramps were placed as an aid to unloading some 10-20 years ago, and have been buried overtime by gravel.

#### North End:

The same sheet piling is present on the north side, however, concrete blocks are present at the water's edge to secure the pilings, along with the dead-men.

# MEMO



**TO:** File  
**CC:**  
**FROM:** Michael Gill  
**DATE:** September 25, 2003  
**SUBJECT:** Phone conversation with Les Shaw - Director of Marine Operations - GNWT - Ph: 867-695-3424  
**PROJECT No.:** 03-2374-1000

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Mr Shaw indicated that there were three areas on the south side and two areas on the north side.

## South Side:

1. Area around the winches for the ferry (oil leaking from ferry during old repair operations and such - more due diligence at present).
2. 100'-300' (30-100m) from the haul-out ways towards winches, hot spot of activity. (Why? What happened here?)
3. Helicopter lifts - clearing on the side of road, old helicopter fuel storage area.

## North Side:

4. Check both sides of road, where causeway meets the main road => another helicopter lift area with attached fuel storage area.
5. Truck park at the end of the causeway, perhaps area where trucks leaked diesel, oil, etc.,

He also indicated that the landings were completely covered by water during each spring break-up., thoroughly washing the top of the landings.