



Lower Columbia Region Harbor Safety Committee

General Membership Meeting Minutes

Held:

November 10, 2010

1000 - 1200 hours

Venue: USCG MSU Portland

6767 North Basin Ave

Portland, OR 97217

Training Room



1003 Call to Order

Attendance Report					
Member	Alternate	Present	Member	Alternate	Present
Paul Amos	Steve Woods	PA Present	Kristin Meira	Glenn Vanselow	KM Present
Ernie Quesada		Not Present	Pete Pawlicki		Present
Chip Boothe	Bob Troyer Diane Butorac	DB Present	Peter Richards	John Withers	Not Present
Dennis Corwin		Not Present	Fred Harding	Robert Rich Steve Shaver	FH Present
Eric Burnette	Sebastian Degens	EB Present	Jim Townley	Audrey Gurule	JT Present
Roman Geigle	George Birch	Not Present	Lars Uglum		Present
Dan Jordan	Gary Lewin	DJ Present	Michael Zollitsch	Garret Wickham	MZ Present
Heather Moats	Patrick Grill	Not Present	Melissa Huska	Jeremy Maginot Jaime Sayers	Present
Tom Markgraf		Not Present	Jon Gornick	Jessica Stokke	Present
Hans Meere		Present			
10 Members present The meeting was conducted with a Quorum present.					
Guests in Attendance					
Name	Organization	Name	Organization		
CAPT Kaup	COTP, Sector Columbia River	CDR Vlaun	CO, Fir		
CDR Zamperini	XO, MSU Portland				

Introductions

Officers

- Chair Dan Jordan
- Vice Chair Hans Meere
- Secretary MST1 Jaime Sayers

General Membership

Guests



Old Business

Review of Minutes

Review of Minutes from Meeting 09-08-10 - Dan Jordan.

Motion for approval of minutes was made, seconded and carried unanimously

It was reported that this meeting will be the last meeting with Dan Jordan as the Committee Chair. Hans Meere will be the new Committee Chair and Eric Burnette will be the Vice-Chair. A second solicitation was made for a volunteer to take the position of Committee Secretary.

A solicitation was made for new members of the Managing Board. Phil Brotherton requested to join the Managing Board. Susan Johnson will be switching places with Tom Markgraf to represent the Oregon State Pilots.

New Business

Chairman Dan Jordan opened a discussion about changing navigation practices on the river. With the increased use of Electronic Navigation Charts vessels there is an increasing trend to navigate within the lines of the dredged channel. Not taking advantage of the available water within the buoyed channel often causes unnecessary close quarters situations. An example of this situation was given that a vessel requiring a 20' draft was transiting an area of the river and was going to be crossing in close proximity to a vessel that needed deeper water but the Captain of the lighter vessel wasn't comfortable transiting outside of the dredged channel. Tugs and tows also show a greater tendency to navigate within the dredged channel. This is happening more frequently and Capt Jordan wanted to determine if there was enough interest in this issue to have a subcommittee move forward with discussions.

During the above conversation Eric Burnette, Port of Portland, discussed that they have similar situations on the Willamette River where the dredged channel ends and where the Harbor Line is. The standards for navigating between the dredged channel, harbor line, and any regulated navigation area on the Willamette River was also stated as an issue that will need to be discussed soon. Paul Amos, River Pilots, mentioned looking in the Coast Pilot to determine if the above items are discussed in the Coast Pilot already.

It was suggested that the Columbia River Towboats Association would be a good organization to make sure is participating in these discussions.

A member asked if there is a set distance between the edge of the dredged channel and the actual position of the Aid to Navigation marking the navigable channel. It was



suggested to get the Coast Guard local Aid to Navigation “expert” to give a discussion and reason for the location of the aid to navigation on the Columbia River.

Jim Townley with the Columbia River Steamship operators Association suggested have a lawyer from the Admiralty look at the documentation that comes out of the discussions created by the navigation subcommittee to ensure the wording is correct.

It was determined that the navigation subcommittee will work on this and will add a page to the Harbor Safety Plan to cover this subject. The lead of this subcommittee is Paul Amos, with Dan Jordan, Gary Lewin, Jim Townley, Lars Uglum, Fred Harding, Kirk Bonnin and Jon Gornick.

Captain Gary Lewin reported that a proposal has been made that would request the channel be shifted away from a large shoal area and into deeper water. The area in the proposal is in the vicinity of Buoy 14 and Cow Slip. He also mentioned that in other ports the towing community has designated towing vessel lanes. The pilots pointed out that in many areas of the area the river is not wide enough to allow for designated towing lanes. The river pilots also mentioned adjusting the speed of vessels to allow for meeting each other at wider sections of the river.

Lars Uglum with the Port of Vancouver opened for discussion the policy that the river pilots currently use for inbound transits of vessels requiring 38’ or deeper drafts on the river. Currently the vessels must wait for a certain tidal phase to enter the river system which can cause scheduling conflicts for the vessels. Paul Amos said that there’s more to the issue than water depth and that the hydraulics of handling a deep ship against a current may not have changed. They will monitor the handling characteristics of the deeper ships over a period of time and consider revising this policy if they see an improvement.

The pilots also stated that once they receive the final chart from the Army Corps of Engineers that the Columbia River is officially 43’ in depth that they will slowly start bringing in vessels with deeper drafts on a case by case basis to determine what the river can allow safely. The river pilots also mentioned that just because the river is now 43’ they won’t immediately start taking larger vessels. They will be waiting for the charts as well as for the approval of the Captain of the Port on bringing in larger vessels.

The Army Corp of Engineers reported that the actual work on the Columbia River dredged channel was completed on November 3, 2010 but that the official letter will not be released until approximately November 15-17, 2010.



It was stated that the MSU Portland Waterways Management Division will start coordinating a meeting to discuss all of the navigation concerns.

Working Committee Reports

Anchorage – Eric Burnette

The Army Corps of Engineers has moved forward with the feasibility study for adding more stern buoys to the Columbia River system. The draft cost share has been completed. The Port of Portland is looking at the other Ports to share the cost of the study. A letter of intent is being distributed to show money is available to pay for the remainder of the feasibility survey.

The managing board approved amendments to the anchorage guidelines allowing vessels with a length of less than 760' to anchor in Astoria North Anchorage.

CAPT Kaup, Sector Columbia River COTP, mentioned that EGT, the new grain facility in Longview, WA is looking to have a new anchorage.

It was discussed that there are very few places with deep water for anchorages. It was stated that dredging of the existing anchorages is the most feasible way to create more deep water anchorages. It was discussed who pays for the dredging between the Army Corps of Engineers and the CG. Certain Districts solicit congress for money to do exactly that. It was asked if it was possible for a study to be completed to have the Army Corps of Engineers have the funds for dredging.

Bridges Committee - Eric Burnett

They have sent a second letter to the TriMet officials to discuss the concerns the committee has with the new TriMet Bridge over the Willamette River. It was stated that the letter regarding the fender system around the Longview Bridge will be shifted and handled by the Navigation Sub-Committee.

Extreme River Levels - Eric Burnette

There was nothing of significance to report from the committee.

Finance

The River Pilots volunteered to provide \$350 to retain the domain name and website for the committee.

Harbor Safety Plan – Diane Butorac

It was reported that the newest chapter to be completed is the severe weather chapter. A solicitation for a lead on the committee drafting this chapter was given with no results.



Outreach

Diane Butorac displayed a two page flyer, front and back that could be added to our website and then printed out and distributed by members of the committee to use.

Make- Way

The make-way chapter of the HSP is in progress and is expected to be completed by the middle of December.

For the Good of the Order

It was reported that Project River Guard had received a waiver from FEMA. This project is looking at information sharing along the river from Astoria, OR all the way through to Lewiston, ID. This will also look at VAIS from the Bonneville Pool all the way to Lewiston, ID. This is a multi-phase project which is to do a study and make a plan to improve communications on the Columbia River.

CDR Vlaun the CO of the CGC Fir explained how Aid to Navigation buoys are placed in relation to the dredged channel.

The committee thanked Capt Dan Jordan for his service as Vice Chair and Chair.

Schedule and Place for Next Meeting

Next meeting is to be held at the Port of Vancouver on January 12, 2010.

Adjourned at 1100