

Lower Columbia Region Harbor Safety Committee

General Membership Meeting Minutes

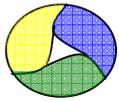
Held:

July 20, 2011

1000 - 1235 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	Not Present	Kristin Meira	Heather Stebbings	HS Present
Ernie Quesada		Not Present	Pete Pawlicki		Not 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	NotPresent
Roman Geigle	George Birch	Not Present	Lars Uglum		Not Present
Dan Jordan	Gary Lewin	DJ Present	Michael Zollitsch	Garret Wickham	MZ Present
Heather Moats	Patrick Grill	Not Present	Steven Kee	Jeremy Maginot Jaime Sayers	JS Present
Tom Markgraf		Not Present	Jon Gornick	Jessica Stokke	JS Present
Hans Meere		Present			
7 Members present The meeting was conducted with a Quorum present.					
Guests in Attendance					
Name	Organization	Name	Organization		
George Cress	Port of Longview	Frank Oliver	City of Prescott		
Pete Bonobakker	Conoco Phillips Marine	CDR Richard Goerling	USCG MSU Portland		
Jim Larson	City of Prescott	Michael Davis			
Barb and Tom Dottle	City of Prescott	Robert Carr	RMG		

Introductions

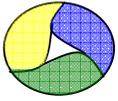
Committee Chair conducted introductions and requested the representatives from the City of Prescott introduce themselves prior to making comments.

Old Business

Review of Minutes

It was reported that the meeting minutes from the March meeting were voted on unanimously by all members of the managing board.

New Business

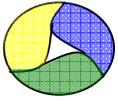


The Washington Department of Ecology passed out house bill 1186 which went effect on July 22, 2011 which requires the owner/operator of vessels to report within one hour of a threat of any vessel emergency. The definition of a vessel emergency per house bill 1186 is “ a substantial threat of pollution originating from a covered vessel, including loss or serious degradation of propulsion, steering, means of navigation, primary electrical generating capability, and sea keeping capability. The following questions were posed:

- Will there be a fine for risk response for these notifications?
 - The DOE replied that cost recovery can be conducted for initial information gathering but that typically this doesn't happen unless the information gathering and hours meet a preset threshold.
- Does a Pilot meet the definition of an operator?
 - The DOE replied that was still being worked out.
- What will happen if the notification is delayed beyond the one hour time limit?
 - If there is an ongoing emergency handle the emergency and then call in or have a non-essential person that knows the information make the call.
- Is the Washington DOE going to notify the Oregon DEQ or the Oregon State Marine Board?
 - The DOE replied that if the event is significant enough or has the potential to involve Oregon then yes they will make notifications.
- The statement was made that at some times if the investigating official with the Washington DOE received a response of “I can't talk right now please call back.” will the investigating official understand that and call back later?
 - The DOE replied that the personnel making the calls are familiar with vessels and vessel responses and will understand being told to call back at a later time and will also understand if a call is not answered. They did point out that timeliness is very important in this process though so that resources can be looked at in response to these events.
- Will a plan be put in place that may require the Coast Guard/COTP to notify the states of groundings, loss of propulsion, etc since they typically receive the first notification of these events through the command centers.
 - This question was not answered during the meeting.

The handouts from Washington Department of Ecology are attached as Enclosure 4.

The Bar Pilots started first measurements for the underkeel clearance study at the bar and this study will continue through the winter. The dredge contract for the mouth of the Columbia River has been subcontracted to the Dredge Terrapin Island. The surveys of the bar are currently showing the bar in a much better state this year as opposed to a typical year. The Army Corp of Engineers has been able to do more frequent surveys of the bar and they're showing four sand bars currently when typically they show two to three bars at this time of year.



The Bar Pilots, Army Corp of Engineers and the county are currently working together to realign the Desdemona Sands channel.

A question was asked by Mr. Jerry Grossnickle as to whether or not the committee will be putting out a notification about the Post Office bar dredging project? It was also suggested that the committee draft a statement as a supporter of the dredging project. Mr. Grossnickle stated that he could forward a similar letter he drafted for the Mayor of Portland to the committee for review and submittal. Mr. Eric Burnette, Vice Chair of the committee, he will need to recuse himself from this topic due to a conflict of interest as a member of the Port of Portland.

LT Kee, the Chief of Waterways Management, made available handouts from the Northwest Regional Response Team. I've included this handout as Enclosure 5.

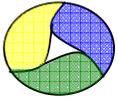
Working Committee Reports

Anchorage – Eric Burnette

The committee chairman, Mr. Eric Burnette, opened a discussion and a question and answer section about the new proposal to extend the current Cottonwood Anchorage and the proposal to add two stern buoys to this anchorage. Mr. Burnette's first statement explained the role that the LCRHSC fulfilled by reporting that the committee was formed to be a liaison between the marine industry and its various components and the USCG.

Mr. Burnette then explained the stern buoys and how the locations have been determined, what the criteria are for a certain location, and what the general purpose of a stern buoy is. I have paraphrased his statements here:

The first anchorage buoys in the Columbia River were installed over 20 years ago off of Hayden Island in the vicinity of Vancouver, WA. These buoys are military grade buoys that are used to moor up large vessels while they're at anchor. The stern buoy needs approximately 32' of sand or sediment that has no rocks or stones that are larger than a grapefruit because of the design of the anchoring system of the buoys. If the sediment does not meet this requirement the area is not a suitable location. The anchor system of a stern buoy is a large chain with a sheet metal pipe on the end. This metal pipe is vibrated slowly into the ground and when it reaches the required depth it's left to lie flat anchoring down by the sediment on top of the now flat, or parallel, pipe. The Army Corp of Engineers (ACOE) has been allotted funds for three such stern buoys within the Columbia River but these funds must have a contract and be in use prior to September of this year. If the funds are not already allocated by September the funds will no longer be available. In order to place a stern buoy the ACOE must complete core sampling of the areas that the stern buoys are to be placed. The Lower Columbia



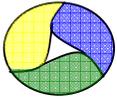
Region Harbor Safety Committee and the Anchorage Subcommittee started looking at the Columbia River over a year ago to determine ideal or close to ideal locations to place stern buoys. The Cottonwood Anchorage is the ideal geographic location for two stern buoys because of the naturally deep water and its central location on the river. This location has not been determined to have the correct physical characteristic needed for these buoys; this verification will be done by taking core samples of the anchorage. If the physical requirements are met this location would need no dredging or maintenance to continue being a good anchorage. It's also an ideal place to direct vessels to when foul weather affects the Astoria anchorage in that they will only have a four hour transit to the bar rather than the eight hour transit from Portland.

The general purpose of a stern buoy is to keep an anchored vessel out of the channel. Typically a large vessel at anchor must have a tug on scene to keep the vessel out of the channel or must have their engines at the ready to be able to reposition the vessel in the anchorage if they should drift into the channel or over shallow water. This need is becoming increasingly more important because the ships that are visiting the port are much larger than previous ships and the CG is becoming more restrictive. Before stern buoys or in anchorages where stern buoys are not present a vessel has the ability to swing both into the channel where they can potentially strike another vessel which could cause fatalities depending on the size of vessels involved as well as environmental damage if the vessel is damaged and product is entering the water. The vessel could also swing out of the anchorage over shallow water grounding which can potentially damage the ship. This damage could also result in damage to the environment.

A stern buoy also has economical impacts to the marine industry. If a vessel is loaded but can't leave the dock due to weather it slows down output at a facility. If a vessel is allowed to be shifted to a stern buoy and an empty ship takes its place at the dock it allows for more work at the facility.

It was stated that in order for this anchorage to receive a stern buoy the anchorage must be extended. This takes place when the CG releases a Notice of Proposed Rulemaking (NPRM) stating that the District Commander intends to change the size of an anchorage. This NPRM has a set comment period that allows the general public to voice their comments, both negative and positive, on this decision. The comments must be addressed individually and the NPRM must reflect the comments and state how the NPRM was or wasn't modified because of a comment. The Coast Guard reported that they followed the NPRM policy that stated there must be a notification made in the Federal Register to allow comments on the NPRM.

Mr. Burnette stated that he accompanied Captain Paul Amos, Columbia River Pilots Association, to a neighborhood meeting for Laurelwood, Oregon on June 20,

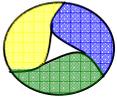


2011. Mr. Burnette handed out a set of Proposed Interim Operating Guidelines that are being set for the Cottonwood Anchorage as of Jun 27, 2011. These guidelines have been attached to the minutes as Enclosure 1. The list of attendees (with personal information not disclosed) for the meeting has been included as Enclosure 2.

Mr. Frank Oliver, city councilman for the city of Prescott, addressed concerns and comments on this ruling. Mr. Oliver, stated that the city of Prescott was not made aware of the NPRM proposing an extension of the current anchorage. Mr. Oliver stated that the only notification they received was the word of mouth notification from a neighbor who attended the Laurelwood Neighborhood meeting. The residents felt that they were not given a sufficient amount of time to make comments on the NPRM. The residents object to the following:

- Lack of notification from the Coast Guard; questioned why a notice wasn't placed in the local newspapers or another venue that local citizens would be notified. Stated that not all citizens know to look at the Federal Register for rules that may affect them.
- Increased noise at all hours of the day
- Lights on the ships at all hours of the day, specifically at night disturbing sleep
- Increased risk of damage to their property and to their property value
- Increased risk of exposure to exhaust from the generators and engines used on the vessels
- Increased pollution to the water from ships washing the decks and grey water discharges
- Increased risk of vessel collisions near their homes
- The length of time vessels will be at anchor and the frequency of use by vessels
- Vessels at anchor disrupting the view from their property of a scenic river
- The close proximity, approximately 400-700ft, to a city park and to their personal property
- The affect of future construction of personal docks and or marinas off of their property
- The affect on the existing marina that is located in this area
- How the regulations of this anchorage will be enforced and who would enforce the regulations.

Mr. Oliver stated that he had been in contact with the persons listed below and they stated that the State of Oregon has decided that a 565 acre site starting from the old Trojan plant to the end of Prescott City Park near the south



end of the Laurelwood neighborhood will be designated as a State park and Lower Columbia River Recreational Access Marina :

Mr. Tony Hyde, Columbia County Commissioner,

Ms. Becky Johson, Senator for the District

Chris Manco, Rural Community Assistance Corp

Sam Goldstein, USDA

Brad Whit, Oregon State Representative District 31 for Columbia County, Clatsop County and Sauvie Island

Parks and Recreation for the State of Oregon

The two pages of notes given to me by Mr. Oliver have been attached as Enclosure 3 for review.

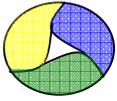
The Coast Guard's response to the notification of the NPRM is mentioned above. The Coast Guard stated that they will be taking the comments and concerns of the citizens under review and will be modifying the NPRM as needed. The Coast Guard did state that this modification could include specific statements that regulate how this anchorage is used, how long a vessel can use it, what activities can be conducted in the anchorage, etc. The anchorage subcommittee also stated that the interim guidelines that were created in response to the Laurelwood neighborhood meeting can be enforced on this anchorage as well. The committee also addressed the definition of grey water and the affect it has on persons in the water. The definition/description given is that grey water is only water used in the washing of dishes, showers, etc and that they can't be from the sewage on the vessel. It was also stated that most vessels, no matter the size, discharge their grey water in to the river. Sewage is strictly held in a separated storage tank and not released into the river.

Bridges Committee - Eric Burnett

The Port of Portland has adjusted the harbor lines with the new construction of the TriMet ,Milwaukee Light Rail Bridge.

Extreme River Levels - Eric Burnette

The Port of Portland recently requested information from Ms. Joanne Salerno with the NOAA/NW River Forecast Center in regards to the upcoming "Low Water Periods". It was explained that a "Low Water Period" occurs when the tide is out there is not a lot of rain run off and the locks have reduced the amount of water they're pushing through the various turbines on the river. Snow melt and upriver flooding can cause this to vary from year to year. This year because of the low temperatures we have a large amount of snow still in the mountains that has not already melted off. This causes for a



little more speculation of “if” the water level drops and the locks reduce their volume. Ms. Salerno was able to give a few dates that aren’t finalized yet for the expected low water periods. Once these are finalized, which is expected over the next month, the committee will pass the dates out.

Finance

Finances were not discussed during this meeting.

Harbor Safety Plan – Diane Butorac

The Charts and Publications chapter was discussed with a modification of wording in the chapter from....” MUST use NOAA charts to SHOULD use NOAA Charts.”

The Severe Weather Chapter has been on hold due to scheduling and coordination. It was discussed if the chapter needed to be a priority chapter still or if it could continue to wait for completion. The opinion was stated that the severe weather chapter worked in close conjunction with numerous other chapters including anchorages, navigation, and towing and that the chapter should continue to be a priority. It was stated that the Chairman of the subcommittee, Mr. Randy Clark USCG, will be notified to discuss setting up meetings to work on the chapter.

The next suggested chapter to work on would be the Waterways Management Chapter with an emphasis on shoaling.

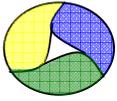
It was suggested that the committee start an annual review of the Harbor Safety Plan to ensure accuracy of the plan and that there have not been administrative changes that need to be reflected in the plan.

Outreach

For suggested outreach there was an opinion stated that the committee should try to enlist the aid of the local agents as well as the local Port State Control officers at the MSU to start notifying vessels and marine traffic of the Harbor Safety Plan and the committee.

It was suggested that if we were posting the agenda to our website in a timelier manner along with the locations and dates of the meeting we may be able to have a better attendance.

Future topics for discussion were also requested as a way to interest potential members to come to the meetings to discuss topics that are important to them and their companies. One such example of one of these topics is the sudden delays of inbound and outbound traffic as well as overall communications between the marine entities ie. bar pilots, river pilots, vessel agents, tugs, facilities, etc.



Future notification of NPRMs was discussed in this section and how notification of a larger group of citizens can be sufficiently notified of items that may effect them. Reaching out to the local newspapers and ports was discussed as an addition to notification via the Federal Register and Local Notice to Mariners.

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

The suggestion was made that the new start time for the managing board meetings would be better served at 0900 rather than 0830 because the meetings tend to end early. An executive decision was made and approved that this would be the new time for the meetings to start.

Schedule and Place for Next Meeting

Next meeting is to be held in the Astoria area on September 14, 2011.

Adjourned at 1223