



Lower Columbia Region Harbor Safety Committee Managing Board Meeting Minutes

0900 - 1000

Wednesday, 14 March 2012

**Venue: Commission Room, Port of Vancouver
3103 Lower River Road, Vancouver, WA**

Managing Board Members Present					
Name of Member and Alternate	Agency/ Industry/ Organization	Sector	Name of Member and Alternate	Agency/ Industry/ Organization	Sector
Jim Townley	Columbia River Steamship Operators	Associations	Eric Burnette	Port of Portland	Ports
Margerie Sedam	Merchants Exchange	Associations	Lars Uglum	Port of Vancouver USA	Ports
Heather Stebbings	Pacific Northwest Waterways Assn.	Associations	Susan Johnson	Oregon Board of Maritime Pilots	State Agencies
Kirk Bonnin	Olympic Tug & Barge	Barge Operators	Mike Zollitsch	Oregon Dept of Environ. Quality	State Agencies
Jeremy Maginot Mike Zamperini	US Coast Guard	Federal Agencies	Diane Butorac	Washington State Dept of Ecology	State Agencies
Dan Jordan	Columbia River Bar Pilots	Pilots	Hans Meere	Export Grain Terminal (EGT)	Terminal Operators
Paul Amos	Columbia River Pilots	Pilots	Pete Pawlicki	K-Sea Transportation	Vessel Operators
Ernie Quesada	Clean Rivers Cooperative	Port & Vessel Services	Dennis Corwin Don Gribling	Portland Spirit	Vessel Operators
Roman Geigle George Birch	NWFF Environmental	Port & Vessel Services			
Guests in Attendance					
Name	Organization	Name	Organization		
Tony Sellers	USCG Ret.	Heather Sievers	Millenium Bulk		
Stu Richard	Columbia River Pilots	Mike M.	Willamette Star		
Brian Fletcher	TBL	Duffy Daniels	Wilhelmsen Ship Svcs.		
Bruce Skerry	Transmarine Navigation	Crescent Moegling	NOAA		
Joe Brown	USCG	Mitch Cline	USCG		
Peter Bennett	Millenium Bulk				

A quorum was present for the meeting.

Call to Order

Chair: Eric Burnette

Vice-Chair: Diane Butorac



Introduced Managing Board Members and Guests

Review of Minutes

The November 9, 2011 meeting notes were incomplete and Heather Stebbings agreed to share a copy of her notes from that meeting. Approval of the January 11, 2012 minutes was postponed.

Old Business

- Charter Update: Diane Butorac sent the proposed update by email, noting that several people have had difficulty opening the attachments. A motion to approve the changes to the Charter, that are mostly administrative in nature, was seconded and approved.
- 2013 HSC National Conference: After significant discussion, a commitment to 2013 seemed infeasible, but there was further discussion of hosting the event in 2014. It was agreed to get a formal response from the local Coast Guard on whether they could participate. During discussion in the general meeting, conflicting numbers relative to the cost of staging the conference raised concerns. It was agreed that contacts would be made to confirm the actual cost of this event.
- Stern Buoy Project Update: Application was made to the Coast Guard to extend the existing Cottonwood anchorage up to the downstream border of the old Trojan site, which raised Prescott-area resident objections. Of the three buoys being sited, one is being placed in Vancouver and the other two are in doubt. Rainier is another potential site for one of the buoys. Cmdr. Mike Zampirini advised that the Coast Guard is considering rewriting the boundaries of the anchorage area to protect views as a compromise with area residents. Paul Amos raised concern about the loss of an undesignated anchorage area that will be created that has been used for decades at least as a temporary area while waiting for berths. There are other areas that should or could be designated in the future.

Committee Reports

Anchorage (Eric Burnett) – Old Business, Stern Buoy Project Update

Bridges (Dennis Corwin)

Work with the Coast Guard (and the Port of Portland) is starting on bridge clearances for the Columbia River Crossing. Arrangements for a presentation on the issue could be on the agenda for the next meeting. The Tri-Met and Sellwood bridges are on schedule.

Charter (Diane Butorac) – Old Business

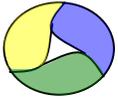
Navigation (Paul Amos) – New Business

Make Way

During the general meeting, Stu Richard noted that there are problems at this time of year with salmon fisherman when the bar is closed both on the Willamette and upriver Columbia. Mike Zampirini suggested that pilots identify hot spots that the Coast Guard can target for education and enforcement.

Outreach

Heather Stebbings has been in contact with upriver interests about the potential for establishing a harbor safety committee there. They would like to hold an initial meeting to learn about harbor safety committees. Other stakeholders think that one committee would be best for the entire river system. Currently, the LCRHSC geographical area ends at Bonneville Dam spillway. There will be a more detailed discussion at the next meeting. Grays Harbor and Coos Bay are also considering establishing area harbor safety committees.



Introduction from the Chair

Crescent Moegling is NOAA's new Navigation Manager for the Northwest Region which includes Washington and Oregon. The Office of Coast Survey provides paper and electronic safety and navigation, and nautical charting products. She is actively seeking input from user groups on where they think surveys should be conducted, as well as field questions or comments on any of their products or services.

USCG Report on Vessel Incidents

Mike Zampirini reported on the following casualties:

- *Cargo vessel* - Master was found inebriated onboard. Subsequently he was arrested, fined and banned from sailing in U.S. waters for a year. (Astoria)
- *Fishing vessel* – 62' fishing vessel with four onboard including a contract NOAA observer. All onboard were lost and a formal investigation is ongoing. (Astoria)
- *Fishing vessel* – Capsized in surf, two onboard lost. (Gold Beach)
- *Fishing vessel* – 69' fishing vessel washed up on north jetty. Four onboard were rescued. (Newport)
- *Cargo vessel* – Vessel had been laid up for years and recently put back in service. The inbound car ship experienced loss of propulsion due to a leak in the cooler. (Astoria)

Shoaling in the Vicinity of the White Salmon River (Brian Fletcher/Tidewater)

The dam breach on the White Salmon in October has since formed a large delta, to the point that vessels must deviate around it. Sediment is still continuing to build. The Coast Guard installed a temporary buoy which has since been moved out another three hundred feet. The situation will continue to be monitored.

Emergency Tow System

USCG Lt. Kelly Thorkilson, Incident Management Division Chief at Sector Columbia River, gave a presentation on their new Emergency Tow System. There have been some events over the past year, more recently with the vessels with losses of propulsion that have drawn attention to their vulnerabilities offshore with disabled vessels. The Emergency Towing System is a pre-stage package of equipment that can be deployed on a disabled vessel to hook up to a tug of opportunity. The system can be deployed from tug to ship or from helicopter to ship to hook up to a tug. The system can be used on most vessels except Panamax-sized vessels. The Coast Guard will be conducting a deployment exercise of the system on May 22-24 at the Astoria Anchorage.

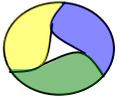
Emission Control Area – Low Sulfur Fuel

Arven Garcia, USCG Marine Inspector, provides training on rules and regulations on low sulfur fuel switching in emission control areas. He gave a presentation on the enforcement provisions going into effect in North America on August 1, 2012. The enforcement area extends out to 200 miles offshore. That means that at 200 nautical miles, a vessel must switch from 3.5% sulfur fuel content to one percent. In 2015, the sulfur cap will drop to 0.1%. The concern is of vessels losing propulsion connected with fuel switchover. It is anticipated that at 200 miles out, vessels that do lose propulsion will have time to fix the problem, rather than lose propulsion in the river system. There is also concern that low speed maneuvering in port has also caused propulsion problems, which may or may not be resolved by assist tugs. Domestic vessels are issued documentation by the EPA to certify their compliance. Worldwide compliance is overseen by the IMO, which by 2020 will have a 0.5% sulfur cap. When foreign vessels come into US waters, they will have to comply with the 0.1% sulfur cap.

New Business

- **Navigation (Paul Amos)**

Paul Amos intends to resurrect the committee which has been inactive for over a year. There was a situation where a small vessel under 10,000 gross tons arrived with only one working radar. While that falls within proper guidelines, for safety purposes two working radars are preferred in case one fails. The committee will review this and other issues within the context of harbor safety guidelines, as well as update the *Coast Pilot*.



- Willamette River Dredging Project – An informal overlay drawing was provided identifying the next area to propose dredging on the Willamette River to the Army Corps. The last area proposed for dredging at Post Office Bar took three years to complete. The next area to formally request for dredging is the Albina Turning Basin. Typically, ships can only turn here if there are no other ships in the vicinity. Otherwise, a ship must go four miles downriver in reverse to the next turning basin. A letter will be drafted to the Army Corps from the Managing Board of the Harbor Safety Committee to request formal consideration of this project.

For the Good of the Order

Future agendas:

- Long-range regional growth; planning – Paul Amos referred to a meeting the pilots organized with stakeholders in January on this subject. It was agreed to include this as a May agenda item.
- Derelict vessels.

Next Meeting: May 9, 2012; Location: Millennium Bulk Logistics, Longview

Adjourned 1150