



LOWER COLUMBIA REGION
HARBOR SAFETY COMMITTEE

Lower Columbia Region Harbor Safety Committee General Membership Meeting Minutes

Wednesday, March 12, 2025 | 1415-1545hrs

MARAD ship MV *Bob Hope*

Port of Portland, Terminal 2

Officers:

Chair: Larry Landgraver, *Port of Longview*

Vice Chair: Ross McDonald, *Sause Bros.*

Secretary/Treasurer: Carl Bertapelle, *Merchants Exchange*

Association Account Specialist: Michelle Eyres, *Merchants Exchange*

1. MARAD Safety Speech
 - a. *MV Bob Hope* Chief Mate Crystal Maass briefed the attendees on emergency procedures.
2. Welcome
 - a. The meeting was called to order at 1422 hours.
3. Additions/Corrections to Agenda
 - a. There were no additions or corrections to the agenda.
4. Meeting Minutes from January 8, 2025
 - a. Meeting Minutes from January 8, 2025, were presented. No additions or corrections were made.
5. Board of Directors Meeting Update
 - a. Financial Reports from December 2024 and January 2025: Staff noted that, as of January 31, 2025, LCRHSC has \$21,156.82 in cash. Revenue and expenses are within budgeted amounts. \$14,000 in membership dues has been received so far this year. Staff were reimbursed for out-of-pocket mileage expense to travel to the Port of Kalama for the last meeting. There were no questions or concerns, and the financial reports were approved.



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- b. Membership Renewal: Thank you to those who have already renewed. Reminders have been sent to those who have not yet paid and, if needed, reminders will be sent in April.

6. Subcommittee Updates

- a. Membership Outreach Subcommittee: Carl Bertapelle welcomed new member Advanced American Construction. If members know of a company which should be part of LCRHSC, please send the name and contact information to Carl.
- b. Navigation Subcommittee: Capt. Steve Ackerman reminded us that River and Bar Pilots need to be notified if a ship does not have a berth before transiting up the river begins. Capt. Ackerman also said that if NOAA and USACE layoffs continue, the Pilots might not have enough accurate, timely data and will need to proceed more cautiously (i.e. reduce traffic) when crossing the bar and navigating upriver. Wave buoys, wind sensors and river level sensors give critical information but also must be maintained and data gathered summarized and dispensed to Pilots.
- c. Harbor Safety Plan Subcommittee: Ross McDonald reported that revisions are underway and the updated HSP should be ready for the Board to review and vote on at the May meeting.

7. Agency Updates

- a. Columbia River Bar Pilots—Recorder was unable to hear.
- b. Columbia River Pilots —Recorder was unable to hear.
- c. MARAD – West Coast Update: Unfortunately, no update about the timeline for signature and posting of the amended NOFO. When the amended NOFO is signed, we will extend the application due date as required by the NDAA.

Potential applicants who have reached out to MARAD through PIDPgrants@dot.gov can always submit an application based on the current NOFO by the current deadline. They could then later amend that submission once the amended NOFO is published. Since we always accept the latest submission from an applicant, the amended application would be the one that would be evaluated. If it is any consolation, the changes reflected in the amended NOFO do not impact any of the statutory merit criteria so much of what potential applicants have put together to date will be able to be used in their amended applications.



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We'll let stakeholders know as soon as the amended NOFO is signed. We will also let addressees on our distribution list (people can register for that through PIDPgrants@dot.gov) know when the amended NOFO is posted. In addition, grants.gov will automatically send notices out to entities that have registered for updates on that site. Finally, we've posted two FAQs related to the matter of the amended NOFO to our website. We will also update that as soon as the amended NOFO is signed.

[Port Infrastructure Development Program | MARAD](#)

Apologies for the continuing uncertainty.

- d. US Army Corps of Engineers: Jessica Stokke reported government hopper dredges Essayons and Yaquina are finishing up a shipyard maintenance period and should be dredging in Columbia River in late March/early April before leaving for coastal projects. Our annual west coast hopper contract was just awarded to Manson Construction, dredge and schedule TBD. USACE will survey the two new USCG designated anchorages at Rice Island and Port Westward. A stern anchor buoy at Rainier was recently repaired. There will be inspections of all USACE stern anchor buoys this summer and we'll plan any necessary repairs after.
- e. United States Coast Guard – Sector Columbia River Update:
 - i. Ballast Water Management Systems (BWMS) Compliance: The Coast Guard has identified cases where vessels are using unauthorized chemicals in their BWMS, which invalidates the system's type approval and may lead to fines, deficiencies, or ineffective treatment. Inspectors are verifying that chemical usage aligns with the system's Operations, Maintenance, and Safety Manual (OMSM) and that all treatment chemicals match the manufacturer specifications. Using non-approved chemicals poses safety risks for the crew, inspectors, and vessel operations. Additionally, failure to use the correct treatment chemicals may result in non-compliance with federal ballast water discharge standards, impacting vessel operations. For further details, please reach out to LCDR Carmine Faul (Carmine.a.faul@uscg.mil 503-849-1265).
 - ii. New Cybersecurity Rule for U.S.-Flagged Vessels & MTSA Facilities: As you are all aware, the Coast Guard has issued a final rule to strengthen cybersecurity requirements for U.S.-flagged vessels, Outer Continental



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Shelf (OCS) facilities, and Maritime Transportation Security Act (MTSA)-regulated facilities. Effective July 16, 2025, this rule requires operators to:

1. Develop and maintain a Cybersecurity Plan
2. Designate a Cybersecurity Officer (CySO)
3. Implement security measures to detect, respond to, and recover from cyber incidents

The Coast Guard is considering a 2-5 year delay for vessel implementation and is soliciting industry feedback through March 18, 2025 which is next Wednesday. Vessel and facility operators should review available guidance and prepare for compliance to avoid cybersecurity vulnerabilities that could impact maritime operations.

- iii. Sector Columbia River has released a new Marine Safety Information Bulletin for "Notification of Oil or Hazardous Material Transfers within the Sector Columbia River Captain of the Port (COTP) Zone." This MSIB replaces the previous MSIB and requires all mobile facilities and vessel to vessel transfers of regulated oil or hazardous materials where the vessel has a total capacity, from a combination of all bulk products carried, of 39.75 cubic meters (250 barrels) or more to provide advanced notice of such transfers. Additionally, any facility conducting infrequent transfers are required to provide advanced notice of transfer. This MSIB will be sent out to all our Harbor Safety Committees for wide distribution. For any questions, please reach out to CDR Tonya Lim (tonya.m.lim@uscg.mil 503-706-9873).
- iv. Since Wednesday, March 5, 2025, the U.S. Coast Guard's online public access portal, **Homeport**, has been unavailable due to technical issues with no estimated time to repair. We will provide an update to the LCRHSC once we receive updated information.
- v. Next 3M Maritime Morning Meet Up is scheduled for 29 April at 0800 at Sector Columbia River. We will provide a flier with keynote speaker information shortly.

8. Presentation

- a. Proposed Ship to Ship LNG Bunkering – Seaspan Energy

Seaspan Energy Ltd, a subsidiary of the Washington Group of Companies, is seeking to provide ship to ship (STS) LNG bunkering services at Terminal 4. NYK have requested this service with ideal operations co-current with cargo operation



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(SIMOPs). Seaspan Energy is first to market and actively providing STS LNG Bunkering within the Ports of Long Beach (California) and Vancouver (British Columbia). They bunker during container operations in Long Beach, and have bunkering container ships, PCTCs, and tankers at anchor in Vancouver. Seaspan operates three LNG bunkering vessels. The Seaspan Garibaldi, Seaspan Lions, and Seaspan Barker, delivered August 2024, October 2025, and January 2025 respectively. These state-of-the-art vessels have robust safety transfer systems aligned with the robust safety standards of the LNG industry.

For questions or more information, contact Zack Garland, Manager of Business Operations, Seaspan Energy, at Zack.Garland@Seaspan.com or 778-870-3601.

9. New Business

- a. President Larry Landgraver asked for volunteers to assist with planning the July 2025 regional conference. An email will go out on or before Friday, March 14, asking for volunteers. All meetings will be held virtually. Grays Harbor and Coos Bay Harbor Safety Committees have already confirmed their participation.

10. Good of the Order

- a. Next meeting: May 14, 2025
- b. Location: Port of Vancouver

11. Meeting adjourned at 1515 hours.

12. Speaker/Presentation: MARAD tour