



Lower Columbia Region Harbor Safety Committee

General Membership Meeting Minutes

Held:
July 8, 2009
1000-1200 hours

Venue: Training Room
USCG Sector Portland
6767 N. Basin Ave
Portland, OR 97217



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1010 Call to Order

Roll Call

Attendance Report					
Member	Alternate	Present	Member	Alternate	Present
Paul Amos	Steve Dobbins	Both Present	Hans Meere		Not Present
Tim Archer		Not Present	Heather Moats		Not Present
Chip Boothe	Diane Butorac Bob Troyer	DB Present	Peter Richards		Not Present
Dennis Corwin		Present	Mike Sasso	Roman Geigle	RG Present
Sebastian Degens	Eric Burnette	EB Present	Jaime Sayers		Present
Jon Gornick	Tina Teed	Not Present	Steve Shaver	Robert Rich Fred Harding	FH Present
Dan Jordan	Gary Lewin	Both Present	Jim Townley		Present
Kate Jackson	Tiffany Clark	Both Present	Lars Uglum		Not Present
Tom Markgraf		Not Present	Michael Zollitsch		Not Present
Kristin Meira		Not Present			
4 Members present, 4 Alternates present The meeting was conducted without a Quorum present.					
Guests in Attendance					
Name	Organization	Name	Organization		
Capt. Myer (COTP)	USCG Captain of the Port				

Introductions

Officers, Managing Board Members, Alternates, USCG Liaison Personnel and Guests were introduced.

Subcommittees Reports—1013

Anchorage – Eric Burnette

LT Jackson stated that the anchorages have been through the first step of the process to add them to the Federal Register. The end date for the comment period is July 27, 2009. The anchorages will then go to the second phase and have another 30 day comment period following that. The study for enhanced anchorages along the Columbia River to include new or additional stern buoys has been funded. The study is expected to start within the next 45 days.

Bridges— Paul Amos reported for Mr. Dennis Corwin

It was reported that there has been no significant change in regards to the tri-met bridge project on the Willamette River since the last meeting. It has been unconfirmed that there is a new engineer proposed for the project that has commented that he may be able to add height to the bridge with ease.



Extreme River Stages—Eric Burnette

The forecast for the low water weekends for the upcoming summer was released from the National River Forecast center. Reported low weekends are as follows: August 30-31, September 27-28, October 11-12. October 25-26 was forecast for the lowest amount of water at -0.2 and -0.4. These low water dates are due to the dams are not going to be releasing as much water on these days. The demand for electricity reduces over the weekend causing the dams to slow the release of water through the dam. Enclosed are the notes from Mr. Burnette's last meeting with the National River Forecast Center.

Make- Way—LT Kate Jackson

It was reported that the committee is trying to have a surge of operations over the Labor Day weekend when most boaters are expected to be on the water. Coordination and a commitment from local Law Enforcement has not been forthcoming. It was suggested by Capt. Dan Jordan and Capt. Gary Lewin that messages were broadcast over marine radios and over commercial radios to inform boaters of make-way requirements. A solicitation for assistance with make-way issues was volunteered with Capt. Stu Richards, Pilots office, offering to assist.

Issues—Dan Jordan, Vice Chair

It was reported there is now a online for that can be filled out and turned into the Vice Chair for any issues that may come up for consideration by the managing board.

Harbor Safety Plan—Diane Butorac

Ms. Butorac reported that the approved chapters of the HSP are now posted on the LCRHSC website, www.lcrhsc.org, It was reported that the changes suggested to the Towed Barge standards and standards of care subchapter were discussed and looked over. It was stated that once a forum was available for vote in the Managing Board meeting the Towed Barge standards would be voted on and put into the new Harbor Safety Plan and on the internet.

CDR Zamperini, USCG Sector Portland, mentioned changes to the lockage requirements following the meeting with the Army Corps of Engineers. These changes include locks above the Bonneville Dam. Charges are waiting to be adopted.

It was suggested that the pilotage and boarding sections of the Harbor Safety Plan be taken off of the work list.

Volunteers were solicited from the general membership for personnel to start work on the Bunkering Operations chapter and the Incident Management chapter. K-Sea volunteered to have one of their personnel for work on the Incident Management chapter. Steve Dobbins volunteered for the Incident Management chapter.

The comment was made that it would be wise to have a note added to the Coast Pilot of how to obtain a copy of the Harbor Safety Plan. Distribution of the Harbor Safety Plan was also questioned; the plan is available on the internet.



The suggestion was made to send out the final copy of the Harbor Safety Plan to tow boat companies in hard copy version rather than online.

Outreach Sub Committee Progress Report

Nothing to report from this meeting.

Requests for Comments and New Business

Meeting Schedule and Locations

The schedule of meetings was discussed; primarily it was discussed trying to move the date from the first Wednesday to another Wednesday. An email solicitation of best dates for the meeting will be forthcoming.

For the Good of the Order

Paul Amos advised that quite a few of the managing board members have not been attending the managing board meetings. This is causing difficulties with the required forum it takes to take a vote and approve an action. He requested that for those members who know they will not be able to regularly attend or feel it likely they won't be able to attend step down and allow their alternate to take the managing board meetings over. He also asked if there were any members that would like to replace any members that may be stepping down from the managing board. Mr. Kirk Bonnin with Olympic Towing stated that he would like to assume one of the open seats on the managing board. K-Sea also stated they would like to add a representative from their office to the managing board.

Capt. Amos at the request of Heather Moats solicited a replacement secretary for the committee due to work commitments. MST1 Jaime Sayers stated she could fill the position of secretary.

LT Jackson introduced Mr. Randy Clark, USCG Sector Portland Planning Division, to the committee. Mr. Clark stated his main duty is to write the Marine Transportation Recovery and Salvage Plan for the Captain of the Port Zone. He went on to explain that this plan is the plan of action that will follow a large natural disaster or other event that can/may render the area and the waterway unusable for a period of time. He stated that he has a new tool that includes information that covers everything that would be needed to relay what is essential to recovery efforts. This tool will be very important in opening the river to marine traffic after an incident.

Capt. Jordan stated that he appreciated all personnel that were supportive of the weather buoy project off of the Columbia River and the importance of these buoys to the river system.

Capt. Amos suggested outreach from the LCRHSC to the local law enforcement agencies with marine patrols should be considered.

Schedule and Place for Next Meeting

Tentative date for the next meeting is September 9, 2009 at the Sector Portland Training room. A definite date will be announced after input on the new date from the general membership.

Adjourned at 1100 Hours



Appendix 1:

LCRHSC Notes from Mr. Burnette's meeting with the National River Forecast center.

Seasonal Low Water Forecast:

On 04 JUN 09 the NW River Forecast Center forecast likely low water dates for the 2009 season:

SUN 30 AUG 09 through MON 31 AUG 09

SUN 27 SEP 09 through MON 28 SEP 09 (could extend into the following week)

SUN 11 OCT 09 through MON 12 OCT 09

SUN 25 OCT 09 through MON 26 OCT 09 (likely the lowest, at -0.2' to -0.4' CRD)

(NOTE: These low water dates tend to occur during or immediately following weekends, since electrical demand is significantly lower on Saturdays and Sundays, causing dams to run less water through their generation turbines on those days. Moreover, these forecasts can shift based on changes in weather and other factors.)