

ATTACHMENT C

Emergency, National Defense and Channel Maintenance Vessel Information

Introduction

In accordance with Section A.2.g.4 of the Coast Guard Bridge Permit Application Guide (COMDTPUB P16591.3C) information on vessels on the waterway that are engaged in emergency operations, national defense activities, or channel maintenance and any potential impacts to their operations, is required for a Bridge Permit Application. This document identifies these vessels and discusses whether or not their operations are impacted.

Summary

Four federal agencies, two state agencies, four local agencies, one port and one private organization were identified as having vessels engaged in emergency operations, national defense activities, or channel maintenance on the segment of the Columbia River in the vicinity of the I-5 Bridge Replacement Project. The vessels and activities of the U.S Navy, U.S. Army Corps of Engineers and the Port of Portland were previously identified in the Navigation Impact Report. Statements about operational impacts are based upon a comparison of the vessel's air draft with an I-5 Replacement Bridge height of 116 feet.

Of the vessels that make up the subject of this study, only the Port of Portland Dredge Oregon might possibly have its operations impacted due to its air draft, however this is contingent upon the river level at the time. The owner has suggested that an acceptable solution would be to lower their spuds for passage under the bridge. A response from the Military Sealift Command on the operations of their vessels has not yet been received. Once a response from this agency is received this information will be updated and forwarded to the USCG. The U.S. Coast Guard vessel in the waterway with the highest air draft is the CGC Fir at 96 feet. Should she need to transit under the bridge at high river stage, the air draft may be as low as four feet. The air drafts of the other vessels are low enough that the 116 foot high replacement bridge will not impact their operations.

Methodology

Federal, state, and local agencies were identified by their known roles in national security, public safety, or law enforcement. These agencies were researched in order to determine if they owned or operated vessels in the project area or transited the project area. Research was conducted by using publicly available web resources. If the web research did not provide the necessary details regarding number, type, size, and homeport locations of their vessels, the agencies were contacted in order to obtain these details. Some of the agencies had not provided information by the date of this document.

Federal Agencies

U.S. Coast Guard

The U.S. Coast Guard (USCG) maintains a station in Portland on the Willamette River at River Mile 8. This station has five vessels that are responsible for 127 river miles on the Columbia and Willamette Rivers. These vessels include:

Four Response Boats - Small (RB-S) "Defender Class"

One Buoy Tender - the CGC Bluebell (WLI-313) (100 feet in length)

On the Columbia River their area of responsibility starts from the eastern edge of Puget Island (approximate River Mile 45) to the Bonneville Lock and Dam (approximate River Mile 145.4). U.S. Coast Guard Station Cape Disappointment covers the Columbia River west of Puget Island.

On the Willamette River their area of responsibility starts at the mouth of the Willamette River (River Mile 0) to the Oregon City Falls/Lock and Dam (approximate River Mile 26.5).

Also available for transit on the Columbia River are three USCG Cutters homeported at U.S. Coast Guard Station Astoria. These vessels include:

CGC Alert (WMEC-630) (Medium Endurance Cutter).

CGC Steadfast (WMEC-623) (Medium Endurance Cutter)

CGC Fir (WLB-213) (Sea-going Buoy Tender).

The CGC Alert and the CGC Steadfast are 210 feet in length each. The CGC Alert has an air draft of 84 feet and the CGC Steadfast has an air draft of 87 feet. The CGC Fir is 225 feet in length and has an air draft of 96 feet. Should the CGC Fir need to transit under the I-5 Replacement Bridge she may have only a 4 foot air draft.

U.S. Navy

Information on U.S. Navy vessels is provided in Chapter 6 of the Navigation Impact Report.

Military Sealift Command – Pacific

It has been reported by the U.S. Navy that the Military Sealift Command (MSC) may send vessels up the Columbia River for servicing, likely within the industrial facilities on Swan Island on the Willamette River and downriver of the I-5 Bridge. There have been two known occurrences where the Military Sealift Command vessels were maintained in reduced operating status on the Columbia River. During the summer of 2010 the USNS Pililaau (T-AKR 304), a medium-speed, roll-on/roll-off ship, was stored in Vancouver across from west Hayden Island. In September 2009, the USNS Carl Brashear (T-AKE 7), a dry cargo ammunition ship, left Cascade Shipyard in Portland on the Willamette River en route to the Manchester Fuel Pier in

Manchester, Washington. Both of these reduced operating status locations are downriver of the Interstate 5 Bridge. Responses from the Military Sealift Command on other possible MSC vessels or operations was not received at the time this report. If any information is received from MSC that changes the assumption that the Project will have no impact on their operations, it will be forwarded to the USCG.

U.S. Army Corps of Engineers

Information on U.S. Navy vessels is provided in Chapter 6 of the Navigation Impact Report.

State

Oregon

The Oregon State Police have a Fish and Wildlife Division and may operate on the Columbia and Willamette Rivers. They do not have an identified marine facility on the river. The Fisheries Section provides industry regulation and assistance to all commercial fisheries activities, charter vessels, guides and outfitters, as well as coordinates the formation of policies and enforces laws and regulations affecting sport fisheries. Patrolling the state's waters for Fish and Wildlife boating enforcement is another division function. Rigid Hull Inflatable (RHI), large jet sleds, and other watercraft are used to patrol and investigate violations of sport and commercial fishing laws. Information regarding their vessels was not received in time for this report. If any information is received from the State of Oregon that changes the assumption that the Project will have no impact on their operations, it will be forwarded to the USCG.

Washington

The Washington Department of Fish and Wildlife has their own law enforcement arm with a separate Marine Division. Their mission is similar to the Fisheries Section of the Oregon State Police Fish and Wildlife Division. They have several smaller trailerable smaller vessels that are used to patrol the Columbia River. They will be receiving a larger vessel in the fall of 2013 - a 28-ft long rigid hull inflatable that will most likely be moored in Vancouver, WA.

Local

Oregon

Multnomah County Sheriff's Office operates a River Patrol Unit with offices and berths on the Columbia and Willamette Rivers. They have thirteen vessels ranging from personal water craft to a 32-foot cabin cruiser. They are responsible for approximately 100 river miles on the Willamette, Columbia, and Sandy Rivers. Their closest offices and berths to the I-5 Bridge Replacement Project area are the Columbia River Office adjacent to the Gleason Boat Ramp and the Willamette River Office at Terminal Number 1. Information regarding vessels attributed to them was not received in time for this report. If any information is received from Multnomah

County that changes the assumption that the Project will have no impact on their operations, it will be forwarded to the USCG.

City of Portland Fire Bureau operates eight vessels including three fireboats, three rescue boats, and two personal water crafts. The Fire Bureau has three stations where the fire boats and rescue boats are moored: North of Terminal 2 (Station 6) on the Willamette River (two fireboats and one rescue boat), Hayden Island – South Side – East of Interstate 5 (Station 17) on the Columbia River – North Portland Harbor (one fire boat and one rescue boat), and east end of the Hawthorne Bridge (Station 21) on the Willamette River (one rescue boat). The personal water craft are kept south of the Burnside Bridge and moored at the Sternwheeler Portland. The largest vessel is the fireboat David Campbell at 82.5 feet in length. In 2014, the Fire Bureau will receive two new fireboats and will retire two existing fireboats and mothball a third fireboat (David Campbell) at the Hawthorne Bridge station.

The Port of Portland owns and operates the cutter suction hydraulic pipeline Dredge Oregon. Information on this vessel is provided in Chapter 6 of the Navigation Impact Report. Depending upon the river level the spuds would need to be either lowered or removed in order to transit under the replacement bridge.

Washington

Clark County Sheriff's Office operates a Marine Patrol with an office and berth on the Columbia River at the Port of Vancouver. The Marine Patrol operates four vessels – one 24-foot Sea Sport cabin cruiser, one 22-foot Hell's Canyon Marine Jet boat, and two personal water craft. The cabin cruiser is berthed at the Port of Vancouver while the jet boat is stored on a trailer at the County Operations Center.

The City of Vancouver Fire Department has one 17-foot rescue boat moored at the Christensen Ship Works mooring basin. The Fire Department currently has a new 46-foot fireboat under construction and anticipates receipt of the vessel in August 2014. The new fireboat will also be moored at the Christensen Ship Works mooring basin.

Private

VesselAssist – Portland has two towing vessels moored on the west side of Sauvie Island in the Multnomah Channel, south of the Sauvie Island Bridge. VesselAssist is a membership-based service offered through the Boat Owners Association of the United States.