APPENDIX B: ALL USERS AND VESSELS DATA

Appendix B includes information collected and/or referenced for all users inventoried in the IBR NIR. Information was collected through direct outreach to river users and through an online survey. Notification of the request for information and a link to the online survey was provided in the following publications:

- The IBR website and social media platforms (digital)
- USCG Local Notice to Mariners (digital)
- Sea Magazine (digital and print)
- NW Yachting (digital and print)
- 48 North (digital)
- Oregonian (digital)
- Columbian (digital)
- DJC Oregon (digital)
- DJC Seattle (digital and print)
- Daily Astorian (digital and print)
- St Helens Chronicle (digital)
- Camas-Washougal Post Record (digital)
- Pacific Northwest Waterways Association (digital)
- Merchants Exchange Newsletter (digital)
- Lewiston Morning Tribune (print)
- Columbia River Steamship Operators' Association (email listserv)

USERS INVENTORIED

The following sections identify the river users inventoried for the IBR NIR, followed by all data received as part of the IBR outreach to river users, as well as data previously included in the CRC NIR. Where a user contacted did not provide information, only the data previously included in the CRC NIR is included.

Commercial Tugs/Tows/Barges

- Bernert Barge Lines
- Mark Bernert Tugboat Co.
- Cadman
- SDS Tug & Barge
- Shaver
- Tidewater

Marine Contractors

- Advanced American Construction
- Bergerson
- Cal Portland
- Diversified Marine
- The Dutra Group

- General Construction Company
- Hickey Marine
- JE McAmis
- JT Marine
- Knife River
- Manson Construction Company
- Mark Marine Service
- NorthBank Civil and Marine
- Ross Island

Marine Industries and Fabricators

- Greenberry
- Thompson Metal Fab
- Vigor
- Schnitzer Steel

Federal/Government

- Port of Portland
- Puget Sound Naval Shipyard
- Tongue Point Job Corps (Maritime Training Program)
- USACE
- USCG, Marine Safety Unit

Passenger Cruise

- American Cruise Lines
- American Queen Steamboat Company
- American Waterways, Inc.
- Grays Harbor Historical Seaport
- Lindblad/National Geographic Expeditions

Recreational Sailboats and Powerboats

Submitted through the online survey

- Keith Thomson
- Terence L Thatcher
- Loren Beach
- Sam Shogren
- Thomas Keffer
- Roger Rosenquist

- Richard Sandefur
- Mike Jensen
- Paul Floreck
- Sean Kearns
- Elizabeth Harris
- Greg Kelly
- Rick Zimmer
- Jim Sinclair
- Sewall Dana
- Fred Hazzard
- Gary Brown
- Motor vessel with no owner identified
- Alan Boguslawski
- Richard Samuels
- Gary Whitney
- Jerry E Barnes
- James B Shaw
- Kenneth Stephens
- Alan (no last name provided)
- Janet McCormick
- Gilbert Colistro
- Julie Schumann
- Roger Jorgensen
- Pam Corey
- Liv D Ormond
- Kevin Flanigan/Schooner Creek Boat Works
- Steve Tidwell

Information submitted via email or included in the CRC NIR.

- Legendary Yachts
- Portland Yacht Club
- Rose City Yacht Club
- Columbia Way West
- Hayden Island Yacht Club
- NOTS Boating Club
- Tidewater Cove

Commercial Tugs/Tows/Barges

Owner: Bernert Barge Lines

Vessels:

- Kathryn B.
- Lori B.
- Diane B.
- Mary B.

Company provided an email confirmation of IBR data sheets. The CRC NIR did not include additional vessel survey information or images.

From: Jerry Grossnickle
To: River Navigation
Subject: Bridge Replacement Program
Date: Monday, May 17, 2021 9:07:09 AM

Greetings, Nicole & Team

On behalf of Bernert Barge Lines. Inc., I apologize for our tardy response to your request for vessel information. I reviewed the data sheets that you sent, and confirm their accuracy and that there are no additions that need to be made.

Thank you.

Jerry

Jerry Grossnickle, CFO
Bernert Barge Lines, inc.
[redacted]

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Bernert Barge Lines, Inc.

Vessel Name: Mary B

Vessel Type: Towing

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number: 516063516063

Primary Mooring Location *(waterway milepoint, if known)*:

BBL Dock at The Dalles
Shaver Dock at Rainier

Type and quantity of cargo, if applicable:

Barge loads of wood chips, logs, other commodities

Length (overall; ft):61.4

Beam (width; ft): 21.3

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Draft (ft) - *depth of hull below waterline, fully laden*: 8

Air Draft (ft) - *height of highest fixed point above waterline, unladen*: 42 (approx.)

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*: 5

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*: 200

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required:No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan 2 **Feb** 3 **Mar** 2 **Apr** 2 **May** 1 **June** 1

Jul 4 **Aug** 3 **Sep** 2 **Oct** 2 **Nov** 2 **Dec** 2

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Bernert Barge Lines, Inc.

Vessel Name: Diane B

Vessel Type: Towing

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:

USCG Document Number: 614861

Primary Mooring Location *(waterway milepoint, if known)***:**

Shaver Dock at Rainier

Type and quantity of cargo, if applicable:

Rock, wood chips, logs, steel, etc. by barge; maximum two width 84 feet, typical tow length 350 feet

Length (overall; ft): 67.5

Beam (width; ft): 28

Draft (ft) - *depth of hull below waterline, fully laden*: 7.6

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*: 52

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*: 5

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*: 200

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Bernert Barge Lines, Inc.

Vessel Name: Kathryn B

Vessel Type: Towing

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:

USCG Document Number: 568536

Primary Mooring Location *(waterway milepoint, if known)*:
Shaver Dock at Rainier

Type and quantity of cargo, if applicable:
Rock, wood chips, logs, steel, etc. by barge, maximum tow width 84 ft, typical two length 350 ft

Length (overall; ft): 99.2

Beam (width; ft): 22.1

Draft (ft) - *depth of hull below waterline, fully laden*: 7.9

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*: 54

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*: 5

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*: 200

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan 6 **Feb** 6 **Mar** 4 **Apr** 5 **May** 6 **Jun** 8

Jul 5 **Aug** 6 **Sep** 5 **Oct** 5 **Nov** 4 **Dec** 6

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough): None

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **Jun**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Bernert Barge Lines, Inc.

Vessel Name: Lori B

Vessel Type: Towing

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:

USCG Document Number: 273466

Primary Mooring Location *(waterway milepoint, if known)***:**
Shaver Dock at Rainier

Type and quantity of cargo, if applicable:
Barge loads of wood chips, logs, rock, other commodities

Length (overall; ft): 57.3

Beam (width; ft): 31.2

Draft (ft) - *depth of hull below waterline, fully laden*: 10.7

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*: 38

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*: 5

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*: 200

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan 6 **Feb** 5 **Mar** 4 **Apr** 7 **May** 7 **June** 5

Jul 6 **Aug** 4 **Sep** 5 **Oct** 4 **Nov** 4 **Dec** 5

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name:

Vessel Name:

Vessel Type:

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)*:

Type and quantity of cargo, if applicable:

Length (overall; ft):

Beam (width; ft):

Draft (ft) - *depth of hull below waterline, fully laden*:

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required:

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Commercial Tugs/Tows/Barges

Owner: Mark Bernert Tugboat Co. (different from Bernert Barge Lines)

Vessel:

- Claire B

Information was submitted through the online survey. Survey response follows.

#10

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, May 18, 2021 8:08:05 AM
Last Modified: Tuesday, May 18, 2021 8:14:27 AM
Time Spent: 00:06:21
IP Address: 97.115.109.189

Page 1: Introduction

Q1

Company Name

Mark Bernert Tugboat Co

Q2

Contact Information

Name	**Mark Bernert**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Claire B

Q4

Vessel Type

Tug

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Commercial

Q7

USCG Document Number

1067508

Q8

Primary Mooring Location (waterway milepoint, if known)

Scappoose

Q9

Type and quantity of cargo, if applicable

Sand and Gravel, 3,000 tons

Q10

Length (total feet)

260

Q11

Beam (width in feet)

60

Q12

Draft (feet) - depth of hull below waterline, fully laden

12

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

48

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

4

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

4

Q16

Frequency of passage under Interstate Bridge (main channel)

March	**4**
April	**4**
May	**4**
June	**4**
July	**4**
August	**4**
September	**4**
October	**4**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Respondent skipped this question

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

Oregon

Q19

Tug Assistance Required

No

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to rivernav@interstatebridge.org.

Respondent skipped this question

Q21

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q22 **No**

Do you have another vessel?

Commercial Tugs/Tows/Barges

Owner: Cadman

Vessel:

- Inland Conveyor Barge

Company provide information through the online survey. Survey response is included below.

#15

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Monday, May 24, 2021 7:42:35 AM
Last Modified:	Monday, May 24, 2021 8:04:17 AM
Time Spent:	00:21:41
IP Address:	165.225.35.5

Page 1: Introduction

Q1

Company Name

Cadman Materials, Inc

Q2

Contact Information

Name	**Chuck Rose**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Inland Conveyor Barge

Q4

Vessel Type

Barge

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Yes,
If yes, please describe:
No mechanical propulsion

Q6

Vessel Category

Commercial

Q7

USCG Document Number

1140865

Q8

Primary Mooring Location (waterway milepoint, if known)

Portland, OR

Q9

Type and quantity of cargo, if applicable

Aggregates and 8,000 tons

Q10

Length (total feet)

300 ft

Q11

Beam (width in feet)

84 ft

Q12

Draft (feet) - depth of hull below waterline, fully laden

13.5 draft fully loaded and 16.5 ft total depth

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

Offloading equipment is approx 49 ft above the waterline and a typical tug is 52 ft above the waterline

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

At least 1 ft

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

100 ft on each side of the barge

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**3**
February	**4**
March	**4**
April	**4**
May	**4**
June	**4**
July	**5**
August	**5**
September	**5**
October	**4**
November	**3**
December	**3**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

3 to 8 knots

Q19 **Yes**

Tug Assistance Required

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to rivernav@interstatebridge.org.

None at this time

Q21

Is there anything else you would like to add about your vessel or business plans?

No, other than it is critical to allow passage under the I-5 bridge to supply our construction material business

Q22 **No**

Do you have another vessel?

Commercial Tugs/Tows/Barges

Owner: SDS Tug & Barge

Vessels:

- Dauby
- Wallace E
- Bruce M

Company did not respond to IBR request. Information below was included in the CRC NIR.

Commercial Tugs and Tows

Owner: SDS Lumber

Vessel: Dauby

River User Data Sheet By: Gary Collins Date: 3-13-12

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: SDS Lumber Co.
   b. Name of contact: Gary Collins
   c. Phone number (Office): [redacted]. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: PO Box 266
   g. City: Bingen WA
   h. State: WA i. Zip code: 98605

3a. Vessel Name: Darby 3b. Vessel Type: Tug

3c. US Coast Guard Document Number: _____

4a. Length Overall (LOA), feet: 86 4b. Beam (width), feet: 28

5. Draft (depth of hull below waterline, fully laden), feet: 8'
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 55'
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 10'
8. Frequency of one-way passage underneath I-5 main channel (typical per month): 10

   Jan ✓ Feb ✓ Mar ✓ Apr ✓ May ✓ Jun ✓ Jul ✓ Aug ✓ Sep ✓ Oct ✓ Nov ✓ Dec ✓
9. Frequency of one-way passage underneath I-5 main channel (other historic events): ____
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan ___ Feb ___ Mar ___ Apr ___ May ___ Jun ___ Jul ___ Aug ___ Sep ___ Oct ___ Nov ___ Dec ___
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): 6

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy?

13. Other miscellaneous

Barges That might Be higher Then Tug That has Equitment Loaded on Them Could Be as high AS 100' ?

Commercial Tugs and Tows

Owner: SDS Lumber

Vessel: SDS Lumber Barge with Equipment



PB 100 YEARS

Telephone Conversation Memorandum

project: Columbia River Cross job no. AH.08.15 (use complete number) date: 15 Aug 2012

from: Peter M. Geiger talked to: Gary Collins SDS Lumber

indicate department, field office, etc., "for in-house" calls.
indicate agency or firm for other than "in-house" calls.

[redacted]

item discussed: Status of Large Package Barges
Ability/Permission to Survey Air Draft

LW 8/15/12 1538 PDT 8/16/2012 0913 PDT via cell phone

information obtained:

9 Barges No Spuds on these Barges

Metal Fab Spud Barge Pushes

Most of their work is pushing other peoples barges including Metal Fab (eg Thompson) or Construction barges/Crane barges with Spuds. These services are on an as-needed basis with nothing scheduled in the near term.

action required:

distribution: by:

Commercial Tugs/Tows/Barges

Owner: Shaver

Vessels:

- Cascades
- Clearwater
- Deschutes
- Lassen
- Lincoln
- Umatilla
- Willamette
- Randy S

Company completed IBR data sheets and submitted characteristics for two vessels (Randy S. and the Tug Cascades) through the online survey. A data sheet for the Tug Cascades was also provided. Data sheets and survey response are included below. No additional imagery or drawings were included in the CRC NIR.

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Shaver Transportation Company

Vessel Name:
Cascades

Vessel Type:
Push knee style tug boat

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Yes

Twin Screw Conventional Tug Multiple Main & Flank Rudders, pushing up to 4 grain barges while transiting under the bridge.

Vessel Category: Commercial

USCG Document Number:
555059

Primary Mooring Location *(waterway milepoint, if known)*:
Willamette River mile 8.3

Type and quantity of cargo, if applicable:
Grain in barges, approximately 15000 tons per 4 barge tow

Length (overall; ft):
102 ft

Beam (width; ft):
30 ft

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

9.5 ft

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

56 ft

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

24 ft

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450 ft

Transit speed under Interstate Bridge and Load Configuration:

8 knots

Pushing ahead on 4 barges – 2 x 2 – total barge width – 84 feet total length – 650 feet

Time of Year of Passage:

Year Round

Tug Assistance Required: No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan___12____ **Feb**_____12____ **Mar**___4_____ **Apr**__12_____ **May**___12_____ **June**___12____

Jul___12____ **Aug**____12____ **Sep**__12_____ **Oct**___12_____ **Nov**___12_____ **Dec**____12___

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan____0_____ **Feb**____2_____ **Mar**_____2____ **Apr**_____0____ **May**_____0____ **June**_____0____

Jul_____0____ **Aug**____0_____ **Sep**_____2____ **Oct**_____0_____ **Nov**_____0____ **Dec**_____0____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Shaver Transportation Company

Vessel Name:
Clearwater

Vessel Type:
Push knee style tug boat

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Yes

Twin Screw Conventional Tug Multiple Main & Flank Rudders, pushing up to 4 grain barges while transiting under the bridge.

Vessel Category: Commercial

USCG Document Number:
268312

Primary Mooring Location *(waterway milepoint, if known)*:
Willamette River mile 8.3

Type and quantity of cargo, if applicable:
Grain in barges, approximately 15000 tons per 4 barge tow

Length (overall; ft):
98

Beam (width; ft):
30

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

11

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

56

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

24

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

8 knots
Pushing ahead on 4 barges – 2 x 2 – total barge width – 84 feet total length – 650 feet

Time of Year of Passage:

Year Round

Tug Assistance Required:No

May need tug assist during bridge construction until old bridge is removed.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan___12____ **Feb**_____12____ **Mar**___6_____ **Apr**__12_____ **May**___12_____ **June**___12____

Jul___12____ **Aug**____12____ **Sep**__12_____ **Oct**___12_____ **Nov**____12_____ **Dec**____12___

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan____2_____ **Feb**____0_____ **Mar**_____2____ **Apr**_____0____ **May**_____0____ **June**_____0

Jul_____0____ **Aug**____0_____ **Sep**_____0____ **Oct**_____0_____ **Nov**_____0____ **Dec**_____0____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Shaver Transportation Company

Vessel Name:
Deschutes

Vessel Type:
Tractor Tug

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Yes

highly maneuverable upriver tug with 2 "Z" drives, limited maneuverability when pushing grain barges

Vessel Category: Commercial

USCG Document Number:
1052828

Primary Mooring Location *(waterway milepoint, if known)*:
Willamette River mile 8.3

Type and quantity of cargo, if applicable:
Grain in barges, approximately 15000 tons per 4 barge tow

Length (overall; ft):
91

Beam (width; ft):
36

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

14

Air Daft (ft) - *height of highest fixed point above waterline, unladen*:

58

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

22

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

8 knots

Pushing ahead on 4 barges – 2 x 2 – total barge width – 84 feet total length – 650 feet

Time of Year of Passage:

Year round

Tug Assistance Required:No

May need tug assist during bridge construction until old bridge is removed.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan___12____ **Feb**_____12____ **Mar**___6_____ **Apr**__12_____ **May**___12_____ **June**___12____

Jul___12____ **Aug**____12____ **Sep**__12_____ **Oct**___12_____ **Nov**____12_____ **Dec**____12___

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan____0____ **Feb**____0_____ **Mar**_____0____ **Apr**_____0____ **May**_____0____ **June**_____0____

Jul_____2____ **Aug**____0_____ **Sep**_____0____ **Oct**_____0_____ **Nov**_____0____ **Dec**_____0____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Shaver Transportation Company

Vessel Name:
Lassen

Vessel Type:
Push ahead style tug

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Yes

Twin Screw, Main & Flank Rudders

Vessel Category: Commercial

USCG Document Number:
562754

Primary Mooring Location *(waterway milepoint, if known)*:
Willamette Oregon Mile 8.3

Type and quantity of cargo, if applicable:
Grain in barges, approximately 800 tons per 2 barge tow

Length (overall; ft):
70

Beam (width; ft):
24

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

7.5

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

44

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

24

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

8 knots

Pushing ahead on 2 barges– total barge width – 84 feet, total length – 650 feet

Time of Year of Passage:

Year round

Tug Assistance Required:No

May need tug assist during bridge construction until old bridge is removed.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan___0____ **Feb**_____0____ **Mar**___0_____ **Apr**__4_____ **May**___4_____ **June**___4____

Jul___4____ **Aug**____4____ **Sep**__0 **Oct**_0_____ **Nov**____0_____ **Dec**____0___

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan____0_____ **Feb**____0_____ **Mar**_____0____ **Apr**_____0____ **May**_____0____ **June**_____0____

Jul_____0____ **Aug**____2_____ **Sep**_____0____ **Oct**_____0_____ **Nov**_____0____ **Dec**_____0____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Shaver Transportation Company

Vessel Name:
Lincoln

Vessel Type:
Push ahead tug

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Yes

Twin Screw, Main & Flanking Rudders

Vessel Category: Commercial

USCG Document Number:
1249989

Primary Mooring Location *(waterway milepoint, if known)*:
Willamette River mile 8.3

Type and quantity of cargo, if applicable:
Grain in barges, approximately 15000 tons per 4 barge tow

Length (overall; ft):
93

Beam (width; ft):
32

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

9.5

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

57

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

24

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

8 knots

Pushing ahead on 4 barges – 2 x 2 – total barge width – 84 feet total length – 650 feet

Time of Year of Passage:

Year round

Tug Assistance Required:No

May need tug assist during bridge construction until old bridge is removed.

Frequency of passage under Interstate Bridge main channel (typical per month): Average for all 6

Jan___12____ **Feb**_____12____ **Mar**___12_____ **Apr**__12_____ **May**___12_____ **June**___12____

Jul___12____ **Aug**____12____ **Sep**__12_____ **Oct**___12_____ **Nov**____12_____ **Dec**____12___

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough): Average for all 6

Jan____0_____ **Feb**____0_____ **Mar**_____2____ **Apr**_____0____ **May**_____0____ **June**_____0____

Jul_____0____ **Aug**____0_____ **Sep**_____0____ **Oct**_____0_____ **Nov**_____0____ **Dec**_____0____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Shaver Transportation Company

Vessel Name:
Umatilla

Vessel Type:
Push knee tug

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Yes

Twin Screw, Main & Flanking Rudders

Vessel Category: Commercial

USCG Document Number:
613398

Primary Mooring Location *(waterway milepoint, if known)*:
Willamette River mile 8.3

Type and quantity of cargo, if applicable:

Grain in barges, approximately 8000 tons per 2 barge tow

Length (overall; ft):
65

Beam (width; ft):
24

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

9

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

57

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

24

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

8 knots

Pushing ahead on 3 barges – total barge width – 84 feet total length – 600 feet

Time of Year of Passage:

Year round

Tug Assistance Required: No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan___0____ **Feb**_____4____ **Mar**___8_____ **Apr**__12_____ **May**___12_____ **June**___12____

Jul___12____ **Aug**____8____ **Sep**__8_____ **Oct**___8_____ **Nov**____4____ **Dec**____0___

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan____0_____ **Feb**____0_____ **Mar**_____0____ **Apr**_____0____ **May**___0_____ **June**_____0____

Jul_____0____ **Aug**____0_____ **Sep**_____0____ **Oct**_____0_____ **Nov**____2____ **Dec**____0_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Shaver Transportation Company

Vessel Name:
Willamette

Vessel Type:
Tractor Tug

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Yes

highly maneuverable upriver tug with 2 "Z" drives
Limited maneuverability when pushing barges

Vessel Category: Commercial

USCG Document Number:
1085937

Primary Mooring Location *(waterway milepoint, if known)*:
Willamette River Mile 8.3

Type and quantity of cargo, if applicable:
Grain in barges, approximately 15000 tons per 4 barge tow

Length (overall; ft):
93

Beam (width; ft):
36

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

14

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

58

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

24

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

8 knots
Pushing ahead on 4 barges – 2 x 2 – total barge width – 84 feet total length – 650 feet

Time of Year of Passage:

Year round

Tug Assistance Required:No

May need tug assist during bridge construction until old bridge is removed.

Frequency of passage under Interstate Bridge main channel (typical per month): Average for all 6

Jan___6____ **Feb**____6____ **Mar**___4_____ **Apr**__12_____ **May**___12_____ **June**___12____

Jul___12____ **Aug**____12____ **Sep**__12_____ **Oct**___12_____ **Nov**____12_____ **Dec**____12___

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough): Average for all 6

Jan____0_____ **Feb**____2_____ **Mar**_____0____ **Apr**____0____ **May**_____0____ **June**_____0____

Jul_____0____ **Aug**____0_____ **Sep**_____2____ **Oct**_____0_____ **Nov**_____0____ **Dec**_____0____

#4

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, May 11, 2021 2:58:32 PM
Last Modified:	Tuesday, May 11, 2021 3:02:08 PM
Time Spent:	00:03:35
IP Address:	96.89.108.201

Page 1: Introduction

Q1

Company Name

Shaver Transportation Company

Q2

Contact Information

Name	**Mary Morgan**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Randy S

Q4

Vessel Type

Tug

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Yes,
If yes, please describe:
Limited maneuverability while pushing barges

Q6

Vessel Category

Commercial

Q7

USCG Document Number

538759

Q8

Primary Mooring Location (waterway milepoint, if known)

Willamette River Mile 8.3

Q9

Type and quantity of cargo, if applicable

Grain in barges, 15000 tons in 4 barge tow

Q10

Length (total feet)

87

Q11

Beam (width in feet)

26

Q12

Draft (feet) - depth of hull below waterline, fully laden

10

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

56

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

24

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

450

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**12**
February	**12**
March	**12**
April	**12**
May	**12**
June	**12**
July	**12**
August	**12**
September	**12**
October	**12**
November	**12**
December	**12**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**2**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

8 knots, pushing ahead on 4 barges (2 x 2) total length 650' and width 84 feet

Q19

Tug Assistance Required

No

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to rivernav@interstatebridge.org.

Respondent skipped this question

Q21

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q22

Do you have another vessel?

No

#37

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, July 05, 2021 2:16:32 AM
Last Modified: Monday, July 05, 2021 2:32:03 AM
Time Spent: 00:15:30
IP Address: 174.204.210.137

Page 1: Introduction

Q1

Company Name

Shaver Transportation

Q2

Contact Information

Name	**Jeremy Brock**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Tug Cascades

Q4 — **Tug**

Vessel Type

Q5 — **No**

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Q6 — **Commercial**

Vessel Category

Q7

USCG Document Number

2764312

Q8

Primary Mooring Location (waterway milepoint, if known)

Columbia River Mile 101.5 Terminal 6

Q9

Type and quantity of cargo, if applicable

Wheat

Q10

Length (total feet)

650-700

Q11

Beam (width in feet)

84

Q12

Draft (feet) - depth of hull below waterline, fully laden

13-14'

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

57'

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

5-10'

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

200-300'

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**4-8**
February	**4-8**
March	**4-8**
April	**4-8**
May	**4-8**
June	**4-8**
July	**4-8**
August	**4-8**
September	**4-8**
October	**4-8**
November	**4-8**
December	**4-8**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**rare for all months**
February	**0**
March	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

7-10mph

Q19 **No**

Tug Assistance Required

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to rivernav@interstatebridge.org.

n/a

Q21

Is there anything else you would like to add about your vessel or business plans?

Its very rare that we use the lift span. Only special circumstances or during high water when we're unable to fit under green light widespan. If there was a bridge replacement it would be nice to make the transit a straight shot from KBM Interstate to KQ9049 Vancouver and eliminate the current S turn from I5 to KQ9049. Personally I think this project is a waste of time and would like to see a third bridge either on the east side or west side of town. This would actually alleviate some of the congestion we currently deal with. The proposed bridge will do nothing to solve the bottleneck issue in Portland.

Q22 **No**

Do you have another vessel?

Commercial Tugs/Tows/Barges

Owner: Tidewater

Vessels:

- Betty Lou
- Captain Bob
- Chief
- Clarkston
- Crown Point
- Defiance
- Granite Point
- Hurricane
- Liberty
- Maverick
- Outlaw
- Rebel
- Ryan Point
- Sundial

Company completed IBR data sheets and submitted characteristics for one vessel (Ryan Point) through the online survey. Data sheets also included characteristics for Ryan Point. Data sheets and survey response are included below. Vessel drawings provided for the CRC NIR are also included below.

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Tidewater

Vessel Name:
Betty Lou

Vessel Type:
Harbor

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push Tug

USCG Document Number:
259542

Primary Mooring Location *(waterway milepoint, if known)*:
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 10,500 tons of cargo on an annual basis.

Length (overall; ft):
70

Beam (width; ft):
39.7

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

9

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

58.1'

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

5-6 mph down bound with loads

6-7 mph up bounds with empty tow

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required: No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Tidewater

Vessel Name:
Captain Bob

Vessel Type:
Push tug, line haul

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push Tug

USCG Document Number:
553843

Primary Mooring Location *(waterway milepoint, if known)*:
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
110

Beam (width; ft):
34.1

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

11.6

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

56

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

8-10 mph down bound with loads, 4 loads

7-9 mph up bound with full tow- 3empty and one loaded barge

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required: No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Tidewater

Vessel Name:
The Chief

Vessel Type:
Push Tug-Line haul

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push tug

USCG Document Number:
514987

Primary Mooring Location *(waterway milepoint, if known)*:
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
121.6

Beam (width; ft):
40.0

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

11.8

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

49.9

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

8-10 mph down bound with loads, 4 loads

7-9 mph up bound with full tow- 3 empty and one loaded barge

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required:No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Tidewater

Vessel Name:
Clarkston

Vessel Type:
Push Tug-Harbor/Line Haul

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push Tug

USCG Document Number:
514250

Primary Mooring Location *(waterway milepoint, if known)*:
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
80

Beam (width; ft):
28.5

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

10.8

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

48.2

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

6-7 mph down bound with loads, 4 loads

6-7 mph up bound with full tow- 3 empty and one loaded barge

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required: No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Tidewater

Vessel Name:
Crown Point

Vessel Type:
Push Tug-Line haul

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push Tug

USCG Document Number:
1254584

Primary Mooring Location *(waterway milepoint, if known)*:
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
104.0

Beam (width; ft):
38.0

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

13.0

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

50.9

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

8-10 mph down bound with loads, 4 loads

7-9 mph up bound with full tow- 3 empty and one loaded barge

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required: No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Tidewater

Vessel Name:
Defiance

Vessel Type:
Push Tug-Line Haul

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push Tug

USCG Document Number:
587247

Primary Mooring Location *(waterway milepoint, if known)***:**
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
95.0

Beam (width; ft):
31

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

11.6

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

48.6

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

7-9 mph down bound with loads, 4 loads

6-8 mph up bound with full tow- 3 empty and one loaded barge

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required:No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Tidewater

Vessel Name:
Granite Point

Vessel Type:
Push Tug-Line Haul

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push Tug

USCG Document Number:
1259541

Primary Mooring Location *(waterway milepoint, if known)*:
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
104

Beam (width; ft):
38

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

13

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

48.0

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

8-10 mph down bound with loads, 4 loads

7-9 mph up bound with full tow- 3 empty and one loaded barge

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required:No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Tidewater

Vessel Name:
Hurricane

Vessel Type:
Push Tug-Line Haul

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push Tug

USCG Document Number:
505319

Primary Mooring Location *(waterway milepoint, if known)*:
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver, WA

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
108.11

Beam (width; ft):
32

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

10.6

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

48.9

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

7-8 mph down bound with loads, 4 loads

7-8 mph up bound with full tow- 3 empty and one loaded barge

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required: No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Tidewater

Vessel Name:
Liberty

Vessel Type:
Push Tug-Lower River, Astoria to Portland harbor

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push tug

USCG Document Number:
526140

Primary Mooring Location *(waterway milepoint, if known)***:**
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
108.0

Beam (width; ft):
34

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

9.5

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

44

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

N/A

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required:No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Tidewater

Vessel Name:
Maverick

Vessel Type:
Push Tug-Harbor/Line Haul

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push Tug

USCG Document Number:
618125

Primary Mooring Location *(waterway milepoint, if known)***:**
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 12,500 tons of cargo on an annual basis.

Length (overall; ft):
82.0

Beam (width; ft):
26.8

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

10.6

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

47.0

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

6-8 mph down bound with loads, 4 loads

6-9 mph up bound with full tow- 3 empty and one loaded barge

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required:No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Tidewater

Vessel Name:
Outlaw

Vessel Type:
PushTug-Line Haul

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push Tug

USCG Document Number:
561814

Primary Mooring Location *(waterway milepoint, if known)***:**
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
104

Beam (width; ft):
31.6

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

10

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

48

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

7-9 mph down bound with loads, 4 loads

6-9 mph up bound with full tow- 3 empty and one loaded barge

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required:No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Tidewater

Vessel Name:
Rebel

Vessel Type:
Push Tug-Harbor/Line Haul

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push Tug

USCG Document Number:
586751

Primary Mooring Location *(waterway milepoint, if known)***:**
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
88.0

Beam (width; ft):
30

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

11.6

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

50.6

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

6-8 mph down bound with loads, 4 loads

6-9 mph up bound with full tow- 3 empty and one loaded barge

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required: No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Tidewater

Vessel Name:
Ryan Point

Vessel Type:
Push Tug-Line Haul

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push Tug

USCG Document Number:
1259618

Primary Mooring Location *(waterway milepoint, if known)*:
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
104

Beam (width; ft):
38

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

13.0

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

51.0

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

8-10 mph down bound with loads, 4 loads

7-9 mph up bound with full tow- 3 empty and one loaded barge

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required:No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Tidewater

Vessel Name:
Sundial

Vessel Type:
Push Tug-Line haul

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial
Push tug

USCG Document Number:
652357

Primary Mooring Location *(waterway milepoint, if known)*:
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).
Primary Mooring Location, Columbia River Mile 102. Vancouver

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo.
Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
94.0

Beam (width; ft):
31.9

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

10.6

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

48

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

7-9 mph down bound with loads, 4 loads

6-9 mph up bound with full tow- 3 empty and one loaded barge

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required:No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Tidewater

Vessel Name:
Tidewater Tug/Barge Maximum configuration

Vessel Type:
Tug and up to four barge configurations

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)*:
Tidewater has mooring facilities along the Columbia and Snake Rivers located at Vancouver, WA, Pasco, WA, Boardman, OR and Umatilla, OR, and Wilma, WA (near Lewiston, ID).

Type and quantity of cargo, if applicable:
Types are agricultural, liquid products, wood and paper, solid waste and special products cargo. Quantity is up to 14,500 tons of cargo on an annual basis.

Length (overall; ft):
650

Beam (width; ft):
84

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

13.5

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

52

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

3

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

450

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Could transit any day of the year, 24 hours of the day

Tug Assistance Required:No

Frequency of passage under Interstate Bridge main channel (typical per month): On the average (some months are higher, and others are lower), Tidewater vessels pass under the Interstate Bridge **70 times** per month. If you need this number broken down by vessel, please contact Jennifer Riddle for that information. [redacted]

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

#5

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, May 12, 2021 3:24:45 PM
Last Modified: Wednesday, May 12, 2021 3:29:01 PM
Time Spent: 00:04:16
IP Address: 69.168.123.67

Page 1: Introduction

Q1

Company Name

Tidewater

Q2

Contact Information

Name	**RANDY REINHOFER**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Ryan Point

Q4

Vessel Type

Tug

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Commercial

Q7

USCG Document Number

Respondent skipped this question

Q8

Primary Mooring Location (waterway milepoint, if known)

Vancouver, WA

Q9

Type and quantity of cargo, if applicable

Barging wheat, petroleum, waste, pulp, etc.

Q10

Length (total feet)

104

Q11

Beam (width in feet)

38

Q12

Draft (feet) - depth of hull below waterline, fully laden

10'9"

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

52'

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

30'

Q15

Respondent skipped this question

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**6**
February	**6**
March	**6**
April	**6**
May	**6**
June	**6**
July	**6**
August	**6**
September	**6**
October	**6**
November	**6**
December	**6**

Q17 **Respondent skipped this question**

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

8-10 mph, various loading condition

Q19 **No**

Tug Assistance Required

Q20 **Respondent skipped this question**

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to rivernav@interstatebridge.org.

Q21 **Respondent skipped this question**

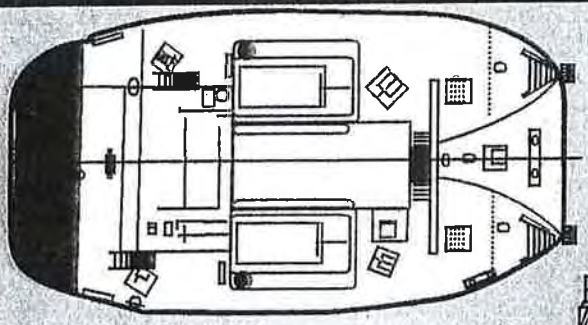
Is there anything else you would like to add about your vessel or business plans?

Q22 **No**

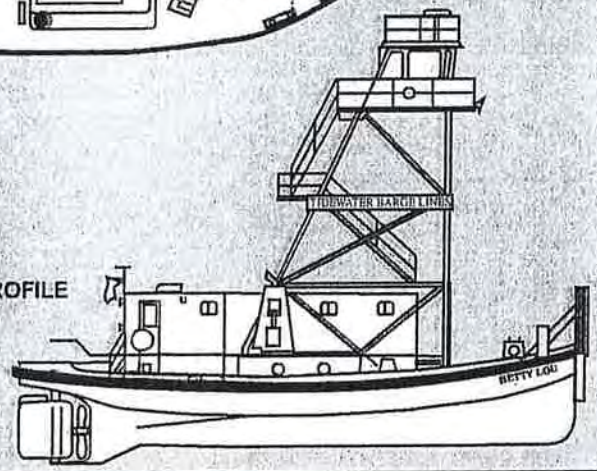
Do you have another vessel?

TIDEWATER

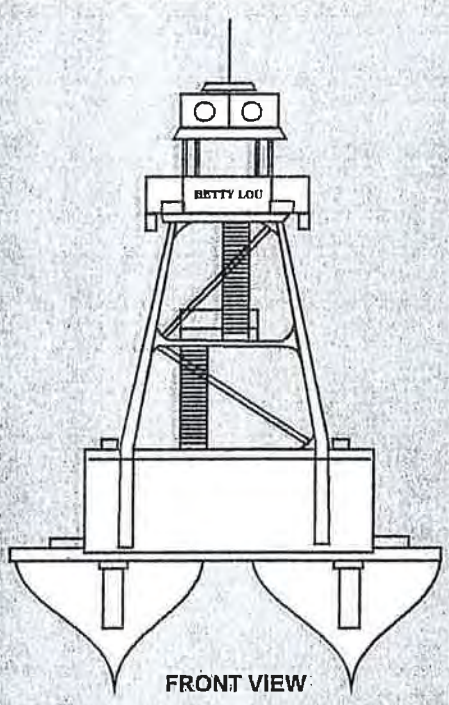
BETTY LOU



PLAN VIEW



OUTBOARD PROFILE



FRONT VIEW

Not to Scale

OWNER: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OPERATOR: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OFFICIAL NUMBER: *259542*

COFR NUMBER: *104834-10*

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

LENGTH:	*70'*
BEAM:	*39' 7"*
DEPTH:	*9'*
HORSEPOWER:	*2,120*
PROPELLERS:	*Two 76" dia*
FUEL CAPACITY:	*10,500 gal*
LUBE OIL CAPACITY:	*580 gal*
FRESH WATER CAPACITY:	*1,000 gal*
EYE LEVEL:	*42' 6"*
FIXED HEIGHT:	*50'*
GROSS TONS:	*105*
NET TONS:	*71*
BARREL-O-BOOM:	*2*
SPILL KIT:	*1 set*

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Tug

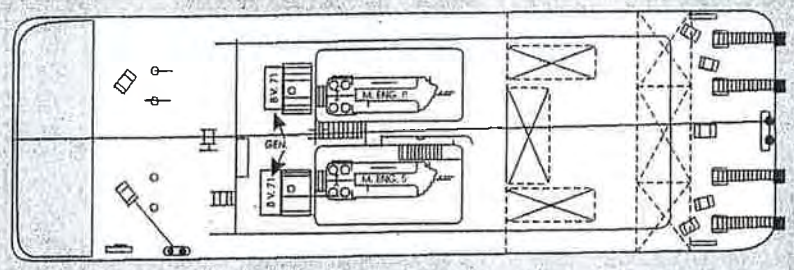
Tidewater/ICP/Graphics/Barge/Chief.cdr

4 upriver trips/year to Camas Oct-Jan. Mainly a harbor boat

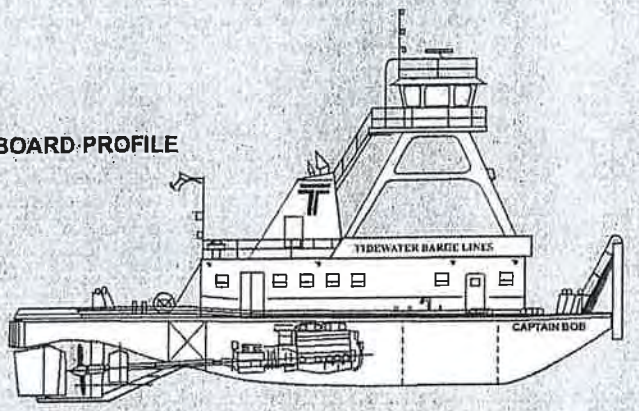
TIDEWATER

CAPTAIN BOB

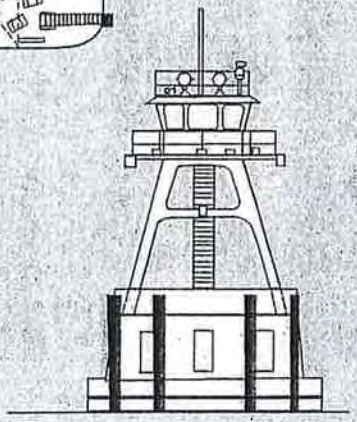
PLAN VIEW



OUTBOARD PROFILE



FRONT VIEW



Not to Scale

OWNER: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OPERATOR: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OFFICIAL NUMBER: *553843*

COFR NUMBER: *104834-10*

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

LENGTH:	*110'*
BEAM:	*34'*
DEPTH:	*11' 6"*
HORSEPOWER:	*3,000*
PROPELLERS:	*Two 106" dia*
FUEL CAPACITY:	*36,265 gal*
LUBE OIL CAPACITY:	*700 gal*
FRESH WATER CAPACITY:	*3,300 gal*
EYE LEVEL:	*43' 9"*
FIXED HEIGHT:	*50' 9"*
GROSS TONS:	*304*
NET TONS:	*206*
BARREL-O-BOOM:	*1*
SPILL KIT:	*1 set*

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Tug

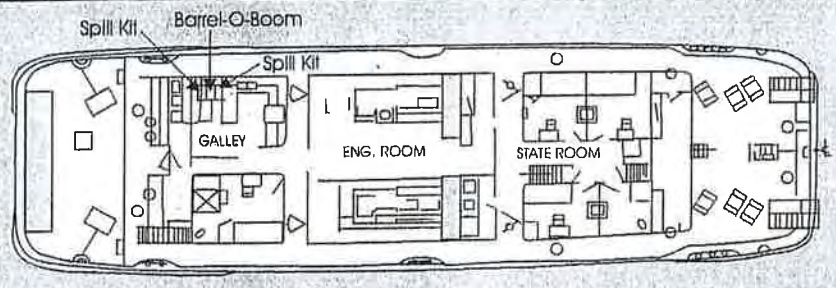
Tidewater/ICP/Graphics/Barge/Captain_Bob.cdr

8 upriver trips/year (ie Aug-Oct)

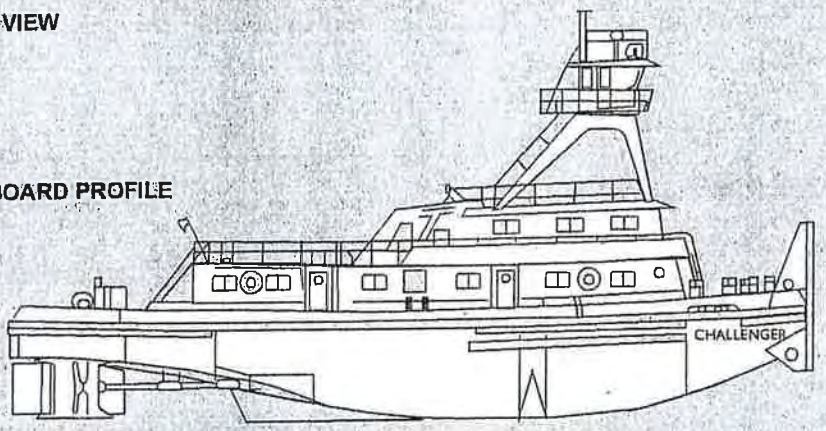
8 TRIPS

TIDEWATER

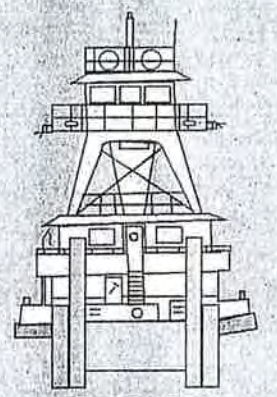
CHALLENGER



PLAN VIEW



OUTBOARD PROFILE



FRONT VIEW

Not to Scale

OWNER: Tidewater Barge Lines, Inc.
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: (360)693-1491 **FAX:** (360)694-8981

OPERATOR: Tidewater Barge Lines, Inc.
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: (360)693-1491 **FAX:** (360)694-8981

OFFICIAL NUMBER: 516611

COFR NUMBER: 104834-10

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

LENGTH:	111' 4"
BEAM:	33' 4"
DEPTH:	13' 8"
HORSEPOWER:	3,000
PROPELLERS:	Two 92" dia Two 93" dia Kort nozzle
FUEL CAPACITY:	29,000 gal
LUBE OIL CAPACITY:	800 gal
FRESH WATER CAPACITY:	3,000 gal
EYE LEVEL:	39'
FIXED HEIGHT:	48' 3"
GROSS TONS:	383
NET TONS:	260
BARREL-O-BOOM:	1
SPILL KIT:	1 set

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Tug

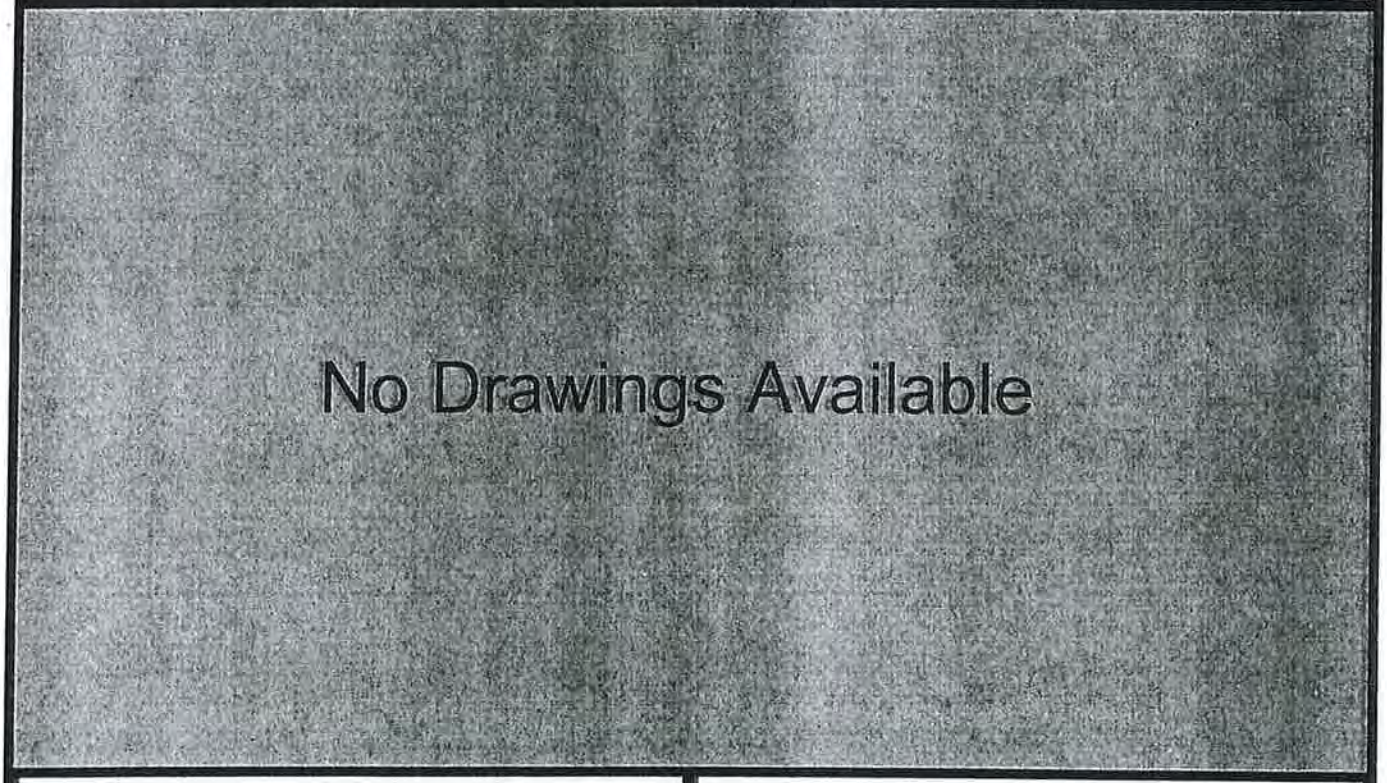
Tidewater/ICP/Graphics/Barge/challenger.cdr

8 Trips

Same freq. as Capt. Bob

TIDEWATER

CLARKSTON



OWNER: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OPERATOR: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OFFICIAL NUMBER: *514250*

COFR NUMBER: *104834-14*

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

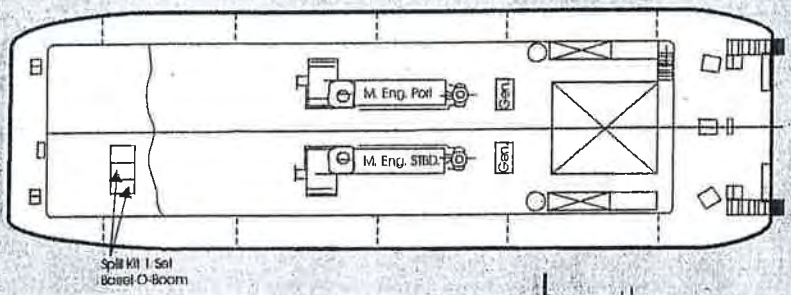
LENGTH:	*74.7'*
BEAM:	*28.5'*
DEPTH:	*10.8'*
HORSEPOWER:	3,000
PROPELLERS:	Three 72" dia.
FUEL CAPACITY:	20,000 gal
LUBE OIL CAPACITY:	*500 gal*
FRESH WATER CAPACITY:	*2,233 gal*
EYE LEVEL:	*42' 6"*
FIXED HEIGHT:	*48.2'*
GROSS TONS:	*149*
NET TONS:	*101*
BARREL-O-BOOM:	*1*
SPILL KIT:	*1 set*

Tug

10 upriver trips/year throughout the year Harbor boat

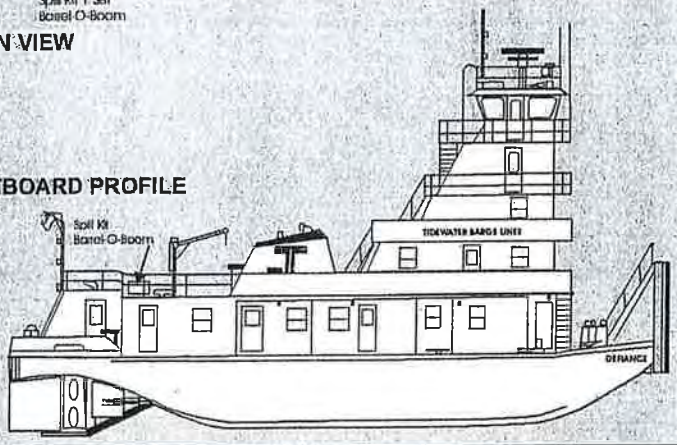
TIDEWATER

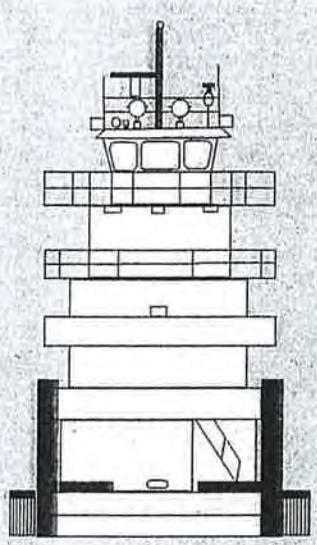
DEFIANCE



PLAN VIEW

OUTBOARD PROFILE





FRONT VIEW

Not to Scale

OWNER: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OPERATOR: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OFFICIAL NUMBER: *587247*

COFR NUMBER: *104834-10*

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

LENGTH:	*95'*
BEAM:	*31'*
DEPTH:	*11' 6"*
HORSEPOWER:	*2,800*
PROPELLERS:	*Two 87" dia* *Two 88" dia Kort nozzles*
FUEL CAPACITY:	*38,360 gal*
LUBE OIL CAPACITY:	*1,000 gal*
FRESH WATER CAPACITY:	*5,175 gal*
EYE LEVEL:	*39' 6"*
FIXED HEIGHT:	*48' 6"*
GROSS TONS:	*295*
NET TONS:	*220*
BARREL-O-BOOM:	*1*
SPILL KIT:	*1 set*

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Tug

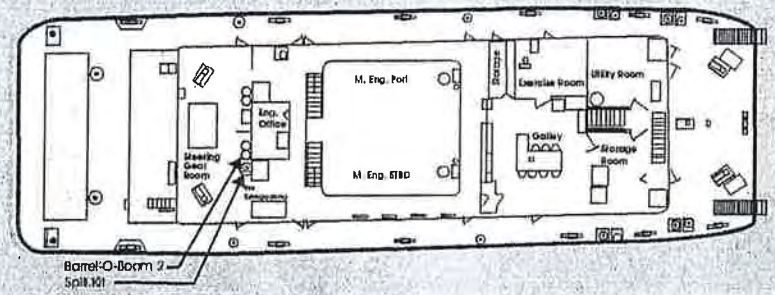
Tidewater/ICP/Graphics/Barge/Defiance.cdr

22 Trips

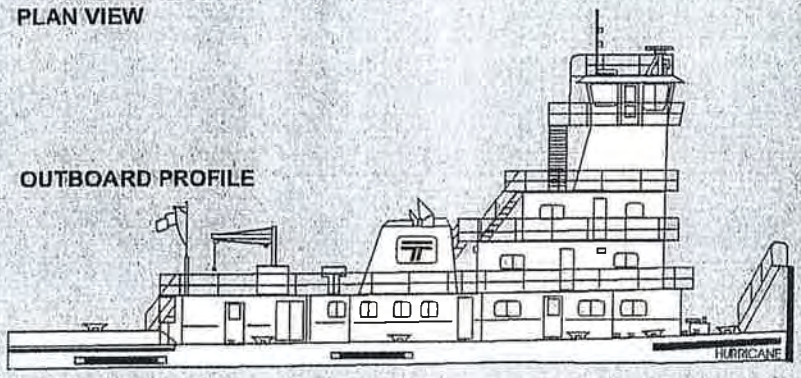
22 upriver trips / year throughout year
More during Aug-Oct (harvest season)

TIDEWATER

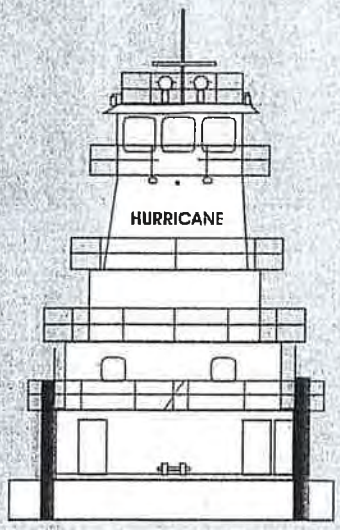
HURRICANE



PLAN VIEW



OUTBOARD PROFILE



FRONT VIEW

Not to Scale

OWNER: *Hickey Family Company*
1499 SE Tech Center Place, Suite 140
Vancouver, WA 98683 -9575

PHONE: *(360)604-4333* ***FAX:*** *(360)604-4343*

OPERATOR: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* ***FAX:*** *(360)694-89811*

OFFICIAL NUMBER: *505319*

COFR NUMBER: *104834-10*

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

LENGTH:	*108' 11"*
BEAM:	*32'*
DEPTH:	*10' 6"*
HORSEPOWER:	*3,000*
PROPELLERS:	*Two 83" dia five blade* *Two 84" dia Kort nozzle*
FUEL CAPACITY:	*40,458 gal*
LUBE OIL CAPACITY:	*2,141 gal*
FRESH WATER CAPACITY:	*6,264 gal*
EYE LEVEL:	*41' 9.5"*
FIXED HEIGHT:	*48' 9"*
GROSS TONS:	*383*
NET TONS:	*261*
BARREL-O-BOOM:	*2*
SPILL KIT:	*1 set*

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Tug

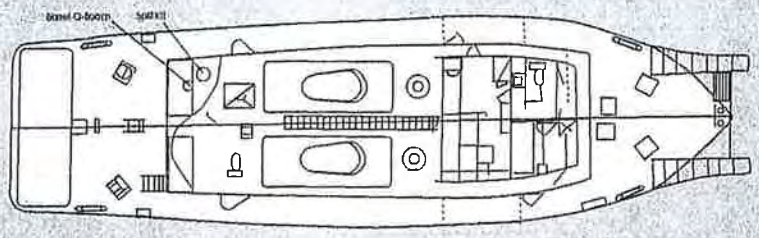
Tidewater/ICP/Graphics/Barge/Hurricane.cdr

Same frequency as Defiance

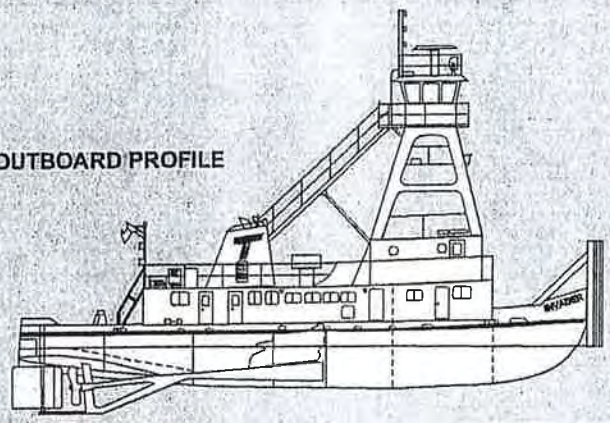
22 Trips

TIDEWATER

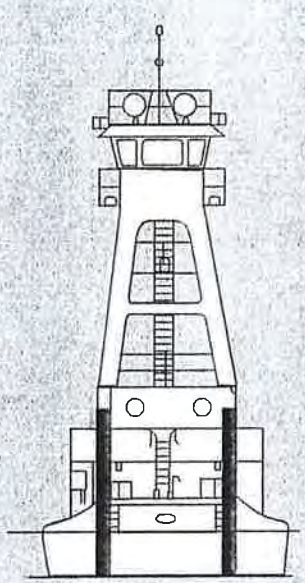
INVADER



PLAN VIEW



OUTBOARD PROFILE



FRONT VIEW

Not to Scale

OWNER: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OPERATOR: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OFFICIAL NUMBER: 239108

COFR NUMBER: *104834-10*

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

LENGTH:	*95'*
BEAM:	*26'*
DEPTH:	*10'*
HORSEPOWER:	*1,700*
PROPELLERS:	*Two 70" dia*
FUEL CAPACITY:	*10,107 gal*
LUBE OIL CAPACITY:	*300 gal*
FRESH WATER CAPACITY:	*1,400 gal*
EYE LEVEL:	*40'*
FIXED HEIGHT:	*48'*
GROSS TONS:	*160*
NET TONS:	*108*
BARREL-O-BOOM:	*1*
SPILL KIT:	*1 set*

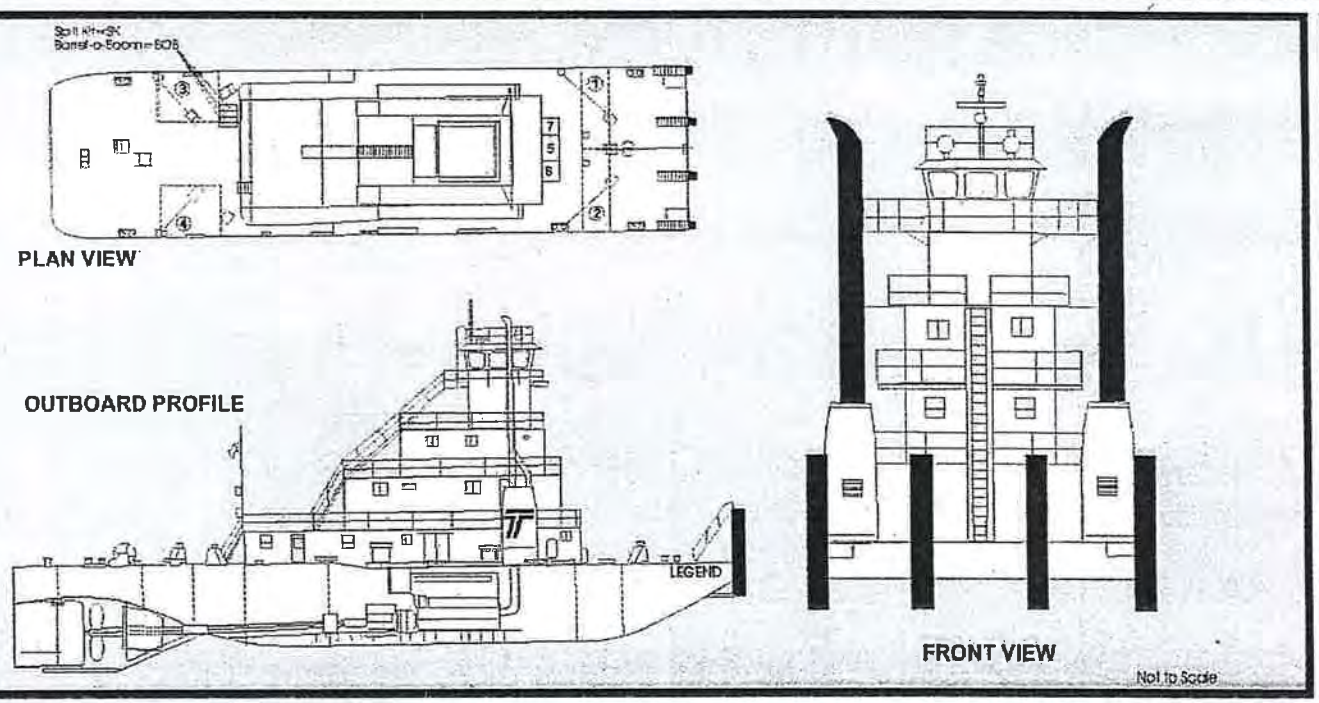
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Tug

Tidewater/ICP/Graphics/Barge/invader.cdr

4 upriver trips/year April-July

TIDEWATER



LEGEND

OWNER: Tidewater Barge Lines, Inc. 6305 NW Lower River Rd Vancouver, WA 98660	
PHONE: (360)683-1491 **FAX:** (360)694- 8981	
OPERATOR: Tidewater Barge Lines, Inc. 6305 NW Lower River Rd Vancouver, WA 98660	
PHONE: (360)683-1491 **FAX:** (360)694- 8981	
OFFICIAL NUMBER: 262975	
COFR NUMBER: 104864-10	
HULL MATERIAL:	Steel
ENGINE ROOM FIRE SYSTEM: Halon/CO2	
LENGTH:	127'
BEAM:	34'
DEPTH:	11' 6"
HORSEPOWER:	4,400
PROPELLERS:	Two 110" dia
FUEL CAPACITY:	37,950 gal
LUBE OIL CAPACITY:	1,980 gal
FRESH WATER CAPACITY:	3,500 gal
EYE LEVEL:	43' 6"
FIXED HEIGHT:	50' 5"
GROSS TONS:	412
NET TONS:	280
BARREL-O-BOOM:	2
SPILL KIT:	1 set

NOTIFICATION:
(800)562-1607
NATIONAL RESPONSE CENTER:
(800)424-8802

Tug

TANK CAPACITY TABLE: (CAPACITY GALS)

TANK	MAX	WORKING (95%)
Port bow	6112	5806
Starboard bow	6112	5806
Port stern	10488	9964
Starboard stern	10488	9964
Main Engine day tank	3960	3762
Generator day tank	789	750
Lube	2200	1980

Worst Case Discharge (BBLS)	Maximum Most Probable Discharge (BBLS)
956	95

FUEL
The Legend has four (4) diesel storage tanks. Two (2) are located in the bow - port and starboard and two are located in the stern - port and starboard. A main engine day tank supplies diesel to the main engines. A generator day tank supplies diesel to the generators. The ecology box is located on the starboard bow.

LUBE
The Legend has a lube oil storage tank located forward of the engine room, to the port side of the main engine day tank. The lube oil storage tank fill is a 2" deck hole in the lube oil tank cover (located aft and to port of center winch).

Detail transfer procedures are available in the Tidewater Operational Procedures notebook

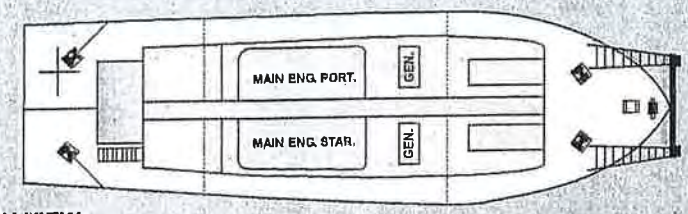
June 2005

Tidewater\OPS\Graphics\Bargetidwater.cdr

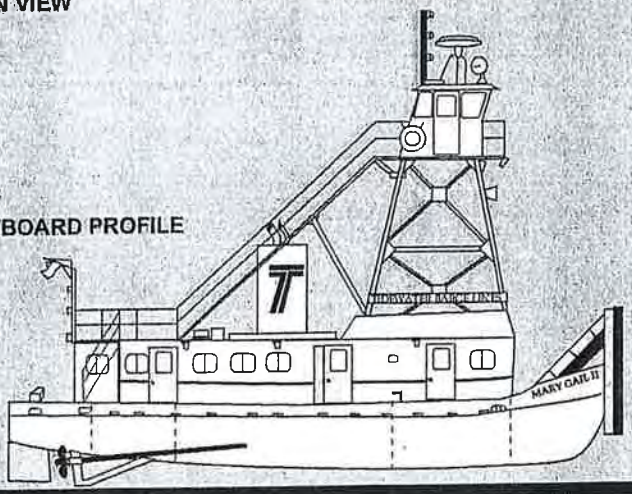
Same frequency as the Defiance

TIDEWATER

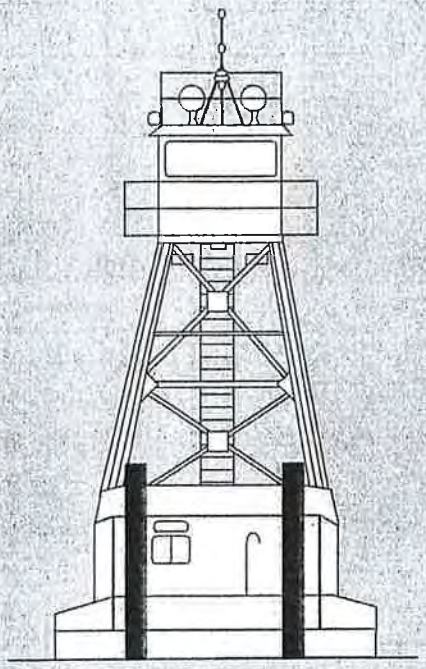
MARY GAIL



PLAN VIEW



OUTBOARD PROFILE



FRONT VIEW

Not to Scale

OWNER: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OPERATOR: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OFFICIAL NUMBER: *247125*

COFR NUMBER: *104834-10*

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

LENGTH:	*76'*
BEAM:	*24'*
DEPTH:	*9' 6"*
HORSEPOWER:	*1,150*
PROPELLERS:	*Two 76" dia*
FUEL CAPACITY:	*7,038 gal*
LUBE OIL CAPACITY:	*517 gal*
FRESH WATER CAPACITY:	*1,150 gal*
EYE LEVEL:	*36'*
FIXED HEIGHT:	*42'*
GROSS TONS:	*97*
NET TONS:	*66*
BARREL-O-BOOM:	*1*
SPILL KIT:	*1 set*

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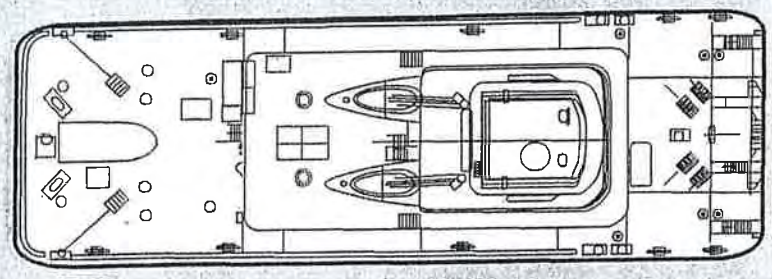
Tug

Tidewater/ICP/Graphics\Barge\Mary_Gail.cdr

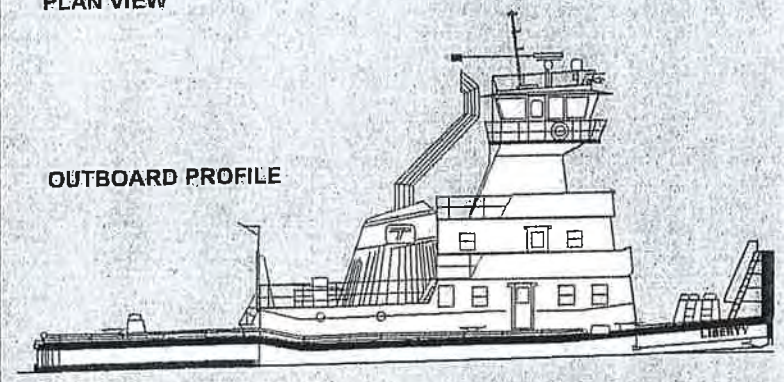
Same freaency as the Invader

TIDEWATER

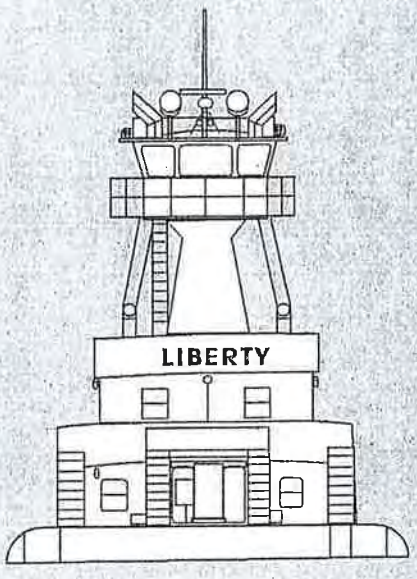
LIBERTY



PLAN VIEW



OUTBOARD PROFILE



FRONT VIEW

Not to Scale

OWNER: Tidewater Barge Lines, Inc.
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: (360)693-1491 **FAX:** (360)694-8981

OPERATOR: Tidewater Barge Lines, Inc.
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: (360)693-1491 **FAX:** (360)694-8981

OFFICIAL NUMBER: 526140

COFR NUMBER: 104834-10

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

LENGTH:	108'
BEAM:	34'
DEPTH:	9' 6"
HORSEPOWER:	3,000
PROPELLORS:	Two 84" dia
FUEL CAPACITY:	21,800
LUBE OIL CAPACITY:	300
FRESH WATER CAPACITY:	10,000
EYE LEVEL:	37'
FIXED HEIGHT:	44'
GROSS TONS:	272
NET TONS:	129
BARREL-O-BOOM:	2
SPILL KIT:	1 set

Developed By:
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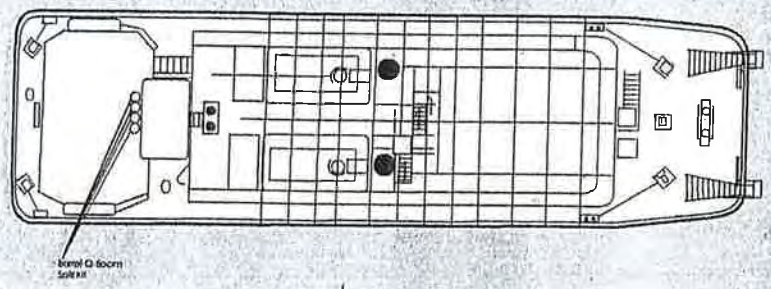
Tug

Tidewater/ICP/Graphics\Barge\liberty.cdr

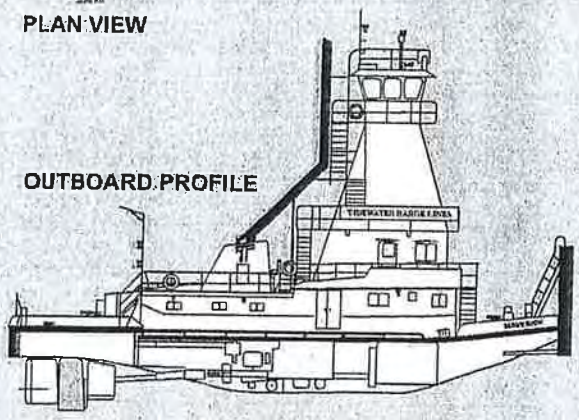
2 upriver trips/year for emergencies (anytime)
Dedicated downriver boat

TIDEWATER

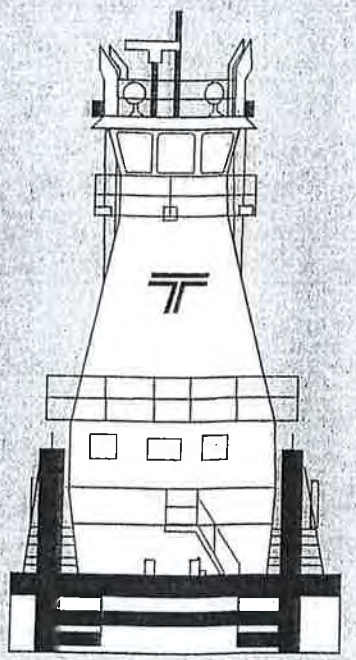
MAVERICK



PLAN VIEW



OUTBOARD PROFILE



FRONT VIEW

Not to Scale

OWNER: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OPERATOR: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-8981*

OFFICIAL NUMBER: *618125*

COFR NUMBER: *104834-10*

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

LENGTH:	*82'*
BEAM:	*26' 6"*
DEPTH:	*7' 6"*
HORSEPOWER:	*2,350*
PROPELLERS:	*Two 75" dia* *Two 76" dia Kort nozzles*
FUEL CAPACITY:	*17,664 gal*
LUBE OIL CAPACITY:	*517 gal*
FRESH WATER CAPACITY:	*1,000 gal*
EYE LEVEL:	*42'*
FIXED HEIGHT:	*52'*
GROSS TONS:	*150*
NET TONS:	*102*
BARREL-O-BOOM:	*2*
SPILL KIT:	*1 set*

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Tug

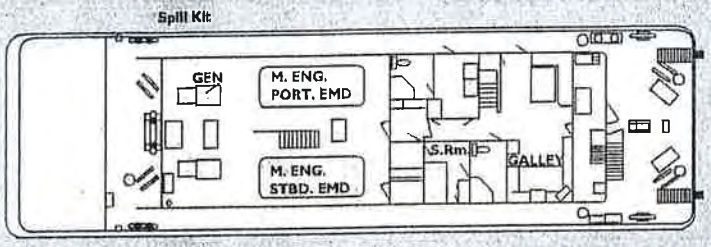
Tidewater/ICP/Graphics/Barge/Maverick.cdr

10 upriver trips/year throughout the year

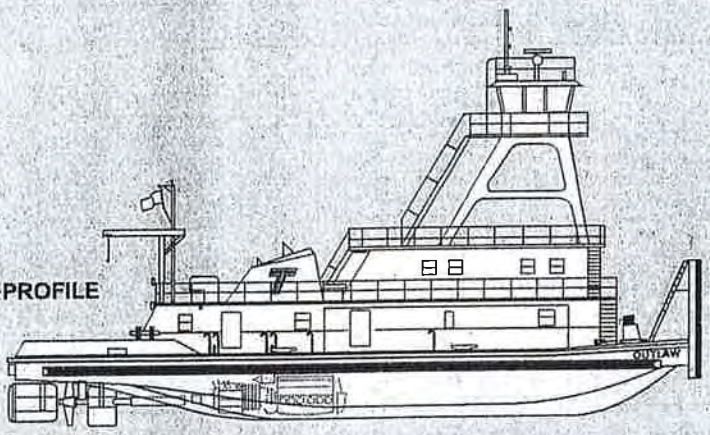
TIDEWATER

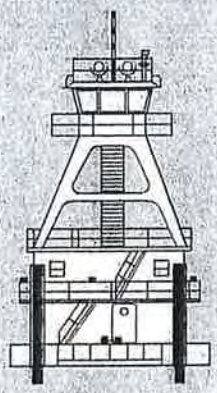
OUTLAW

PLAN VIEW



OUTBOARD PROFILE





FRONT VIEW

Not to Scale

OWNER: Hickey Family Company
1499 SE Tech Center Place, Suite 140
Vancouver, WA 98683 -9575

PHONE: (360)604-4333 **FAX:** (360)604-4343

OPERATOR: Tidewater Barge Lines, Inc.
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: (360)693-1491 **FAX:** (360)694-89811

OFFICIAL NUMBER: 561814

COFR NUMBER: 104834-10

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

LENGTH:	104'
BEAM:	31' 6"
DEPTH:	10'
HORSEPOWER:	3,000
PROPELLERS:	Two 87" dia Two 88" dia Kort nozzles
FUEL CAPACITY:	43,000 gal
LUBE OIL CAPACITY:	2,600 gal
FRESH WATER CAPACITY:	8,000 gal
EYE LEVEL:	40'0"
FIXED HEIGHT:	53'
GROSS TONS:	286
NET TONS:	194
BARREL-O-BOOM:	1
SPILL KIT:	1 set

Developed By:
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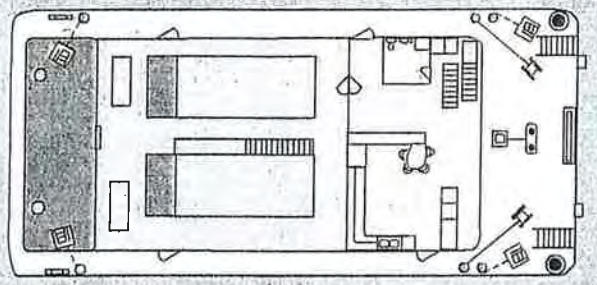
Tug

Tidewater/ICP/Graphics/Barge/outlaw.cdr

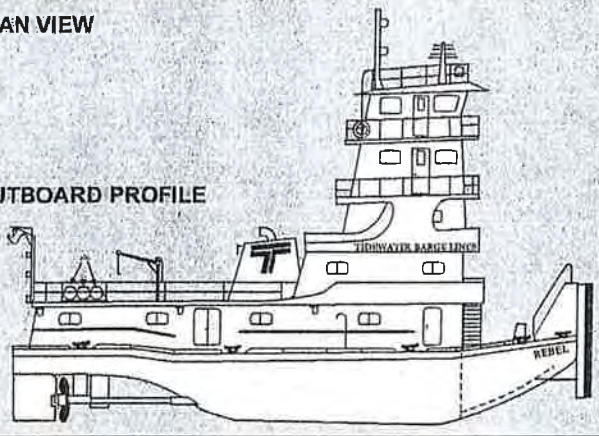
20 upriver trips/year throughout year (~10 Aug-Oct)

TIDEWATER

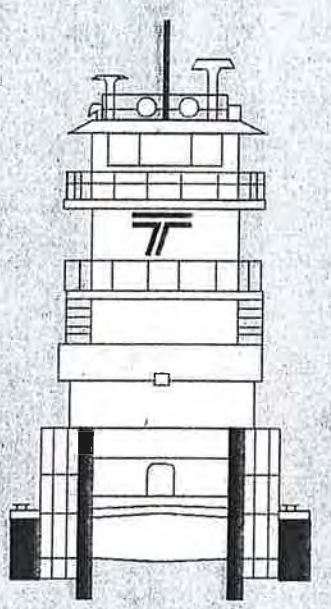
REBEL



PLAN VIEW



OUTBOARD PROFILE



FRONT VIEW

Not to Scale

OPERATOR: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* ***FAX:*** *(360)694-8981*

OPERATOR: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* ***FAX:*** *(360)694-8981*

OFFICIAL NUMBER: *586751*

COFR NUMBER: *104834-10*

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

LENGTH:	*87'*
BEAM:	*30'*
DEPTH:	*11' 6"*
HORSEPOWER:	*1,900*
PROPELLERS:	*Two 88" dia*
FUEL CAPACITY:	*37, 208 gal*
LUBE OIL CAPACITY:	*1,100 gal*
FRESH WATER CAPACITY:	*3,076 gal*
EYE LEVEL:	*43' 4"*
FIXED HEIGHT:	*48'*
GROSS TONS:	*261*
NET TONS:	*177*
BARREL-O-BOOM:	*1*
SPILL KIT:	*1 set*

Developed By:
TECHNICAL RESPONSE PLANNING CORPORATION www.trpcorp.com | (281) 935-9600

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Tug

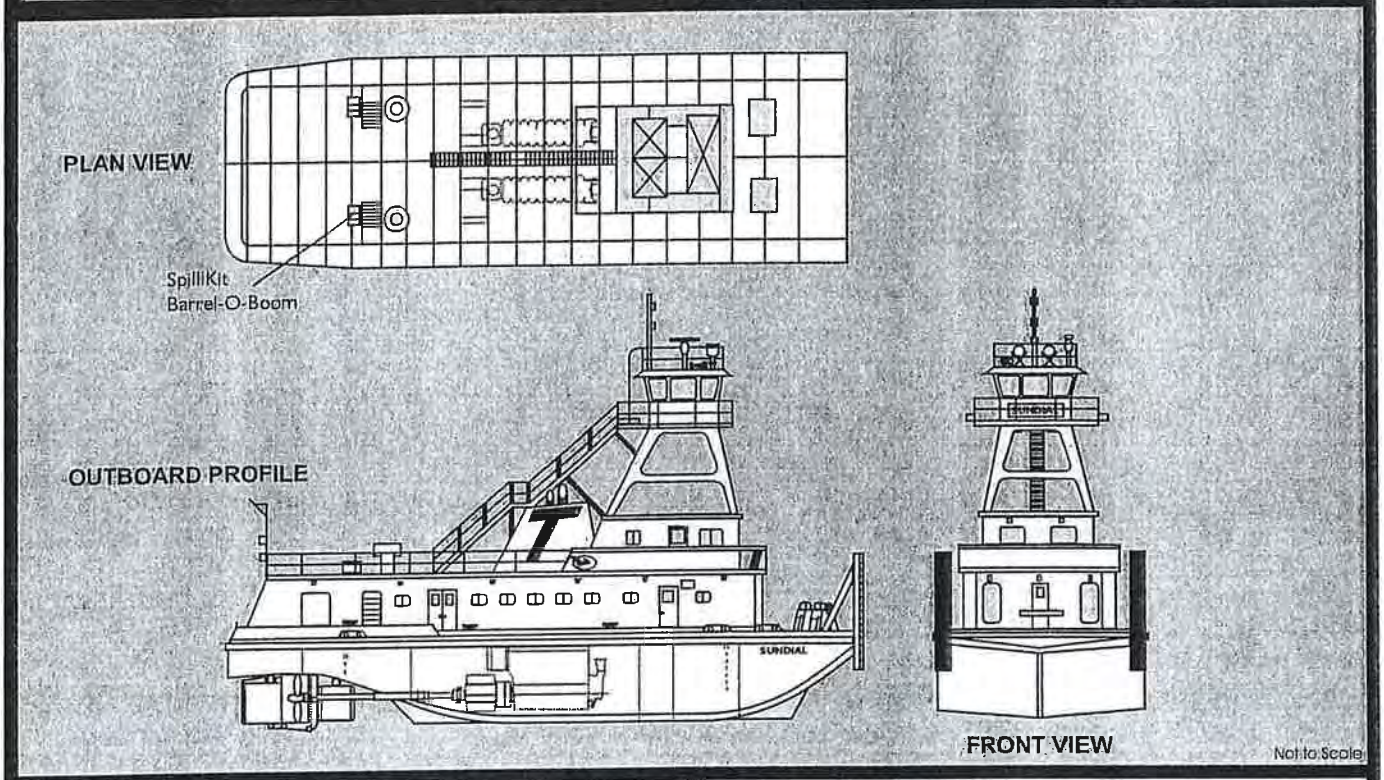
Tidewater/ICP/Graphics/Barge/Rebel.cdr

Same frequency as the Defiance

Same frequency as the Defiance

TIDEWATER

SUNDIAL



OWNER: *Hickey Family Company*
1499 SE Tech Center Place, Suite 140
Vancouver, WA 98683 -9575

PHONE: *(360)604-4333* **FAX:** *(360)604-4343*

OPERATOR: *Tidewater Barge Lines, Inc.*
6305 NW Old Lower River Rd
Vancouver, WA 98660

PHONE: *(360)693-1491* **FAX:** *(360)694-89811*

OFFICIAL NUMBER: *652357*

COFR NUMBER: *104834-10*

TIDEWATER DISPATCH
(800)562-1607

NATIONAL RESPONSE CENTER
(800)424-8802

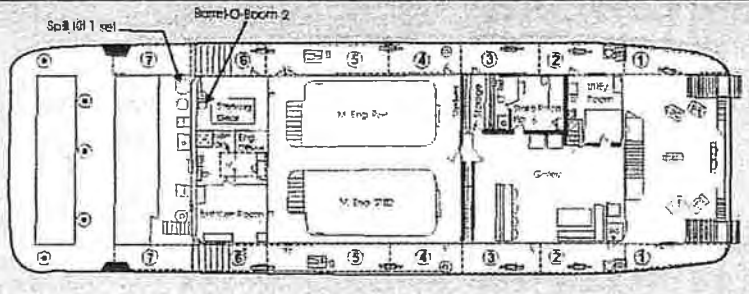
LENGTH:	*94' 6"*
BEAM:	*31' 9"*
DEPTH:	*12' 6"*
HORSEPOWER:	*3,400*
PROPELLERS:	*Two 87" dia* *Two 88" dia Kort nozzle*
FUEL CAPACITY:	*38,000 gal*
LUBE OIL CAPACITY:	*1,496 gal*
FRESH WATER CAPACITY:	*3,500 gal*
EYE LEVEL:	*39' 6"*
FIXED HEIGHT:	*48'*
GROSS TONS:	*334'*
NET TONS:	*227*
BARREL-O-BOOM:	*1*
SPILL KIT:	*1 set*

Developed By:
TECHNICAL RESPONSE PLANNING CORPORATION www.trpcorp.com | (281) 955-9600

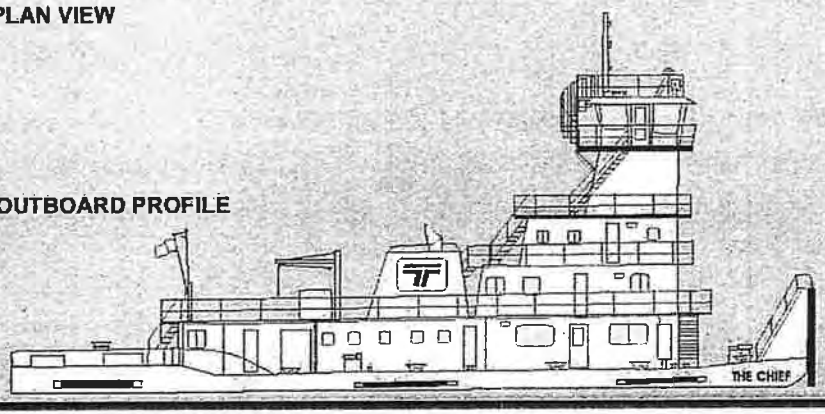
Tug

TIDEWATER

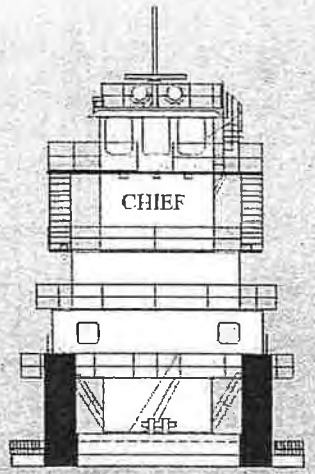
THE CHIEF



PLAN VIEW



OUTBOARD PROFILE



FRONT VIEW

OWNER: Tidewater Barge Lines, Inc. 6305 NW Lower River Rd Vancouver, WA 98660	
PHONE: (360)683-1491 **FAX:** (360)694- 8981	
OPERATOR: Tidewater Barge Lines, Inc. 6305 NW Lower River Rd Vancouver, WA 98660	
PHONE: (360)683-1491 **FAX:** (360)694- 8981	
OFFICIAL NUMBER: 514987	
COFR NUMBER: 104864-10	
HULL MATERIAL:	Steel
ENGINE ROOM FIRE SYSTEM : CO2	
LENGTH:	121' 6"
BEAM:	40'
DEPTH:	11'
HORSEPOWER:	4,300
PROPELLERS:	Two 95" dia Two 96" dia Kort nozzels
FUEL CAPACITY:	63,662 gal
LUBE OIL CAPACITY:	2,280 gal
FRESH WATER CAPACITY:	8,785 gal
EYE LEVEL:	43'
FIXED HEIGHT:	49' 9"
GROSS TONS:	575
NET TONS:	365
BARREL-O-BOOM:	1
SPILL KIT:	1 set

TIDEWATER DISPATCH
(800)562-1297
NATIONAL RESPONSE CENTER:
(800)424-8802

ANK CAPACITY TABLE: (CAPACITY GALS)

ANK	MAX	WORKING (95%)
2 port & starboard (ea)	5860	5567
3 port & starboard (ea)	7340	6973
4 port & starboard (ea)	7480	7106
5 port & starboard (ea)	7175	6816
6 port & starboard (ea)	3976	3777
ube	2400	2280

Worst Case Discharge (BBLS)	Maximum Most Probable Discharge (BBLS)
1573	157

FUEL
The Chief has seven (7) tanks on each side of the hull. The #1 and #7 tanks are not used. The #4 tanks are used as day tanks for both the main and generator engines. The port and starboard systems are independent of each other. The fuel transfer pump is located in the port Generator Room.

LUBE
The Chief has a lube oil storage tank located on the aft bulkhead, center of the boat. The lube oil tank is a free drop tank. The tank fills from the header inside the ecology box at the stern of the main deck, center of house.

Detail transfer procedures are available in the Tidewater Operational Procedures notebook

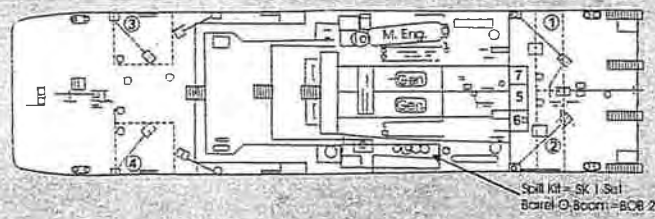
June 2005

Tug

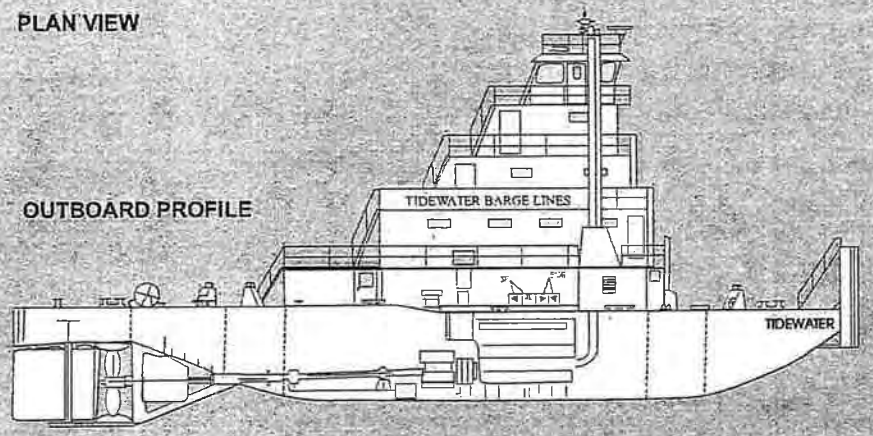
water\TCP\Graphics\Barge\chief.cdr

Same frequency as the Defiance

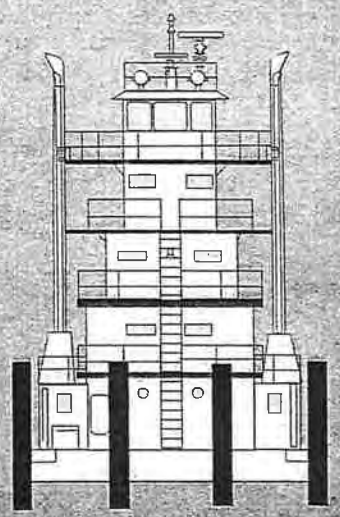
TIDEWATER



PLAN VIEW



OUTBOARD PROFILE



FRONT VIEW

Not to Scale

TANK CAPACITY TABLE: (CAPACITY GALS)

TANK	MAX	WORKING (95%)
Port bow	7447	7075
Starboard bow	7447	7075
Port stern	10311	9795
Starboard stern	10311	9795
Main Engine day tank	3958	3760
Generator day tank	789	750
Lube	2200	1980

Worst Case Discharge (BBLS)	Maximum Most Probable Discharge (BBLS)
1011	101

FUEL
The Tidewater has four (4) diesel storage tanks. Two (2) are located in the bow - port and starboard and two are located in the stern - port and starboard. A main engine day tank supplies diesel to the main engines. A generator day tank supplies diesel to the generators. The diesel fuel header is in the starboard bow ecology box.

LUBE
The Tidewater has a lube oil storage tank located forward of the engine room, to the port side of the main engine day tank. The lube oil storage tank has a capacity of 2,200 gallons. The lube oil storage tank fill is on the bow - through a plug hole in the lube oil storage tank hatch (the hatch is painted black).

Detail transfer procedures are available in the Tidewater Operational Procedures notebook

June 2005

TIDEWATER

OWNER: Tidewater Barge Lines, Inc. 6305 NW Lower River Rd Vancouver, WA 98660	
PHONE: (360)683-1491 **FAX:** (360)694- 8981	
OPERATOR: Tidewater Barge Lines, Inc. 6305 NW Lower River Rd Vancouver, WA 98660	
PHONE: (360)683-1491 **FAX:** (360)694- 8981	
OFFICIAL NUMBER: 277141	
COFR NUMBER: 104864-10	
HULL MATERIAL:	Steel
ENGINE ROOM FIRE SYSTEM : Halon/CO2	
LENGTH:	127'
BEAM:	34'
DEPTH:	11' 6"
HORSEPOWER:	3,600
PROPELLERS:	Two 107" dia Two 108" dia Kort nozzels
FUEL CAPACITY:	40,260 gal
LUBE OIL CAPACITY:	2,200 gal
FRESH WATER CAPACITY:	3,730 gal
EYE LEVEL:	42' 6"
FIXED HEIGHT:	49' 6"
GROSS TONS:	468
NET TONS:	318
BARREL-O-BOOM:	1
SPILL KIT:	1 set

TIDEWATER DISPATCH
(800)562-1607
NATIONAL RESPONSE CENTER:
(800)424-8802

Tug

water\ICP\Graphics\Barge\tidwater.cdr

Same frequency as the Defiance

Marine Contractors

Company: Advanced American Construction

Vessels:

- DB 125
- DB 4000
- DB 4041
- DB 4100
- Paul Bunyan
- Lindy Marie

Company did not respond to IBR request. Information below was included in the CRC NIR.

DB 125

Equip. #3-18

American	R-30	125	1966
Manufacturer	Model	Max Capacity	Year





Item	Description	Unit	Quantity	Type
	Crane			
1	Line 1 (Main)	LBS	2250	1 1/8" wire
	Line 2 (Whip)	LBS	1000	1 1/8" wire
	Line 3 (Whip)	LBS		
2	Boom	Feet	130'	--
			1850'	1 1/8" wire
3	Width / Outriggers	Feet	--	--
	Length / Outriggers	Feet	--	--
4	Height w/boom down	Feet	51'	--
5	Shipping Weight	LBS	--	--
	Trucks / Ship	EA	--	--
	Barge			
	Width	Feet	53'	--
	Length	Feet	117'	--
	Depth	Feet	10'	--
	Draft	Feet		
	Rakes			--
	Spuds	Feet	78'	--
*	Serial Number: 24626			

Notes: _____

Vessel Height Verification Sheet

By: Jennifer Rabby Date: 23 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Advanced American Construction
   b. Name of contact: Mike Johns
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 8444 NW St Helens Road City: Portland
      State: OR Zip code: 97231
2. Vessel
   a. ID: Serial No. 24626 b. Name: DB 125
   c. Type: Crane Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: No
   - What is the lowest height configuration for transport? 51ft (spuds removed)

   b. What is the gantry configuration? Estimated gantry height: 51 feet

   c. Does the barge have spuds? Yes
   - Height above waterline for travel? 78 Feet
   - Can the spuds be removed for travel? Only for long distances upstream for big jobs; not for work in the Portland Harbor
   - Work and cost involved in removing spuds? ½-1 day
4. Vessel Location
   a. Where is the vessel currently located? AAC Dock in Portland
   b. Is it working on a job? No, but headed out soon Is it tied up to shore? Yes

Gantry Height:	51
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	78

6. Vessel Height

Self-Reported		From Spec Sheet	
Air Draft:	90 feet (top of spuds)	Air Draft:	78 feet (top of spuds)
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet	Water Level:	16 feet
Total Height:	116 feet	Total Height:	104 feet

7. History Notes

Date	Item
2/20/2012	Contacted by Megan Nelson
3/8/2012	Returned River User Data Sheet for the Linde Marie via email
7/23/2012	Interviewed by Karl Krcma and Jennifer Rabby; Vessel specification sheets provided

Marine Contractors

Owner: Advanced American Construction

Vessel: DB 4000

No image available

Vessel Height Verification Sheet

By: Jennifer Rabby Date: 23 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Advanced American Construction
   b. Name of contact: Mike Johns
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 8444 NW St Helens Road City: Portland
      State: OR Zip code: 97231
2. Vessel
   a. ID: Serial No. 4000 b. Name: DB 4000
   c. Type: Crane Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge (portable crane on spud barge)
   - Is a vessel specification sheet available? No, however, identical to DB 4041, with different spud lengths
   - Configuration shown on the sheet: No
   - What is the lowest height configuration for transport? Estimated 35 feet

   b. What is the gantry configuration? Estimated gantry height: 35 feet
   c. Does the barge have spuds? Yes
   - Height above waterline for travel? 79.5 Feet
   - Can the spuds be removed for travel? Only for long distances upstream for big jobs; not for work in the Portland Harbor
   - Work and cost involved in removing spuds? ½-1 day
4. Vessel Location
   a. Where is the vessel currently located? Bull Run

b. Is it working on a job? Yes Is it tied up to shore? No

c. What is the best time to make a trip to the vessel? _____

5. Surveyed Measurements (measurements from Specs)

Gantry Height:	Estimated 35 feet
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	79.5 feet

6. Vessel Height

Self-Reported		Spec measurements	
Air Draft:	90 feet (top of spuds)	Air Draft:	79.5 (top of spuds)
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet	Water Level:	16 feet
Total Height:	116 feet	Total Height:	105.5 feet

7. History Notes

Date	Item
2/20/2012	Contacted by Megan Nelson
3/8/2012	Returned River User Data Sheet for the Linde Marie via email
7/23/2012	Interviewed by Karl Krcma and Jennifer Rabby; Vessel specification sheets provided

4041 Equip. #3-02

Manufacturer	Model	Max Capacity	Year
Manitowoc	4000 - 4041	100 T	1961





Item	Description	Unit	Quantity	Capacity
	Crane			
1	Line 1 (Main)	LBS	875'	1 1/8" wire
	Line 2 (Whip)	LBS	405'	1 1/8" wire
	Line 3 (Whip)	LBS	--	--
	Boom Line		450'	1" wire
2	Boom	Feet	180'	
3	Width / Outriggers	Feet	n/a	
	Length / Outriggers	Feet	n/a	
4	Height w/boom down	Feet		
5	Shipping Weight	LBS	104,398	
	Trucks / Ship	EA	1	
*	Serial Number: 4041			

4041 Notes: LENGTH 60 X 105 X 5' DRAFT SPUDS ~~78~~ 71'

4000 — LENGTH 60 X 105 X 7 DRAFT SPUDS 99' 6"

Vessel Height Verification Sheet

By: Jennifer Rabby Date: 23 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Advanced American Construction
   b. Name of contact: Mike Johns
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 8444 NW St Helens Road City: Portland
      State: OR Zip code: 97231
2. Vessel
   a. ID: Serial No. 4041 b. Name: DB 4041
   c. Type: Crane Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge (Portable crane on spud barge)
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: No
   - What is the lowest height configuration for transport? Estimated 35ft

   b. What is the gantry configuration? Estimated gantry height: 35 ft

   c. Does the barge have spuds? Yes
   - Height above waterline for travel? 71 Feet
   - Can the spuds be removed for travel? Only for long distances upstream for big jobs; not for work in the Portland Harbor
   - Work and cost involved in removing spuds? ½-1 day
4. Vessel Location
   a. Where is the vessel currently located? AAC Dock in Portland
   b. Is it working on a job? No Is it tied up to shore? Yes

c. What is the best time to make a trip to the vessel? _____

5. Surveyed Measurements (all measurements from specs)

Gantry Height:	Estimated 35 feet
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	71 feet

6. Vessel Height

Self-Reported		From spec sheet	
Air Draft:	90 feet (top of spuds)	Air Draft:	71 feet (top of spuds)
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet	Water Level:	16 feet
Total Height:	116 feet	Total Height:	97 feet

7. History Notes

Date	Item
2/20/2012	Contacted by Megan Nelson
3/8/2012	Returned River User Data Sheet for the Linde Marie via email
7/23/2012	Interviewed by Karl Krcma and Jennifer Rabby; Vessel specification sheets provided

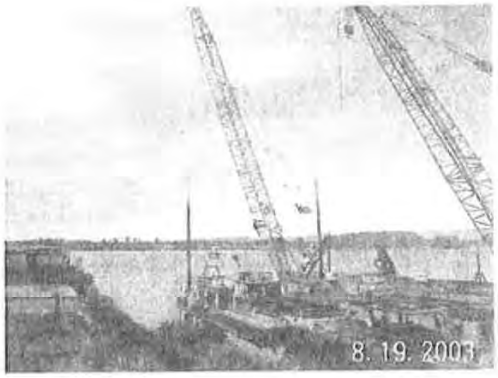
Marine Contractors

Owner: Advanced American Construction

Vessel: DB 4100

4100 DB Equip. #3-10

Manufacturer	Model	Max Capacity	Year
Manitowoc	4100 Series 2 Vicon	225 Ton	1992





Item	Description	Unit	Quantity	Type
	Crane			
1	Line 1 (Main)	LBS	1000'	1 1/8" wire
	Line 2 (Whip)	LBS	450'	1 1/8" wire
	Line 3 (Whip)	LBS	450'	1 1/8" wire
	Boom Wire		760'	7/8" wire
2	Boom	Feet	180'	
3	Width / Outriggers	Feet	--	--
	Length / Outriggers	Feet	--	--
4	Height w/boom down	Feet	14' 2"	--
5	Shipping Weight	LBS	450,572	--
	Trucks / Ship	EA	7	--
	Barge			
1	Width	Feet	60'	--
2	Length	Feet	105'	--
3	Depth	Feet	7'	--
4	Draft	Feet		
5	Rakes		1	--
6	Spuds	Feet	78 92	--
*	Serial Number: 413419			

Notes: Equipment on barge: 4100 (#3-10), Bulldog Gen Set 5 kw mounted on crane (no equip. no.), 25 kw multi-equip. Gen Set (#9-35), Hydra-Pac 4000, hydraulic unit for spuds (#10-01), 2 winches (#14-12 and #14-24). Deutz F3L1011F engine, replaced in 7/03.

Vessel Height Verification Sheet

By: Jennifer Rabby Date: 23 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Advanced American Construction
   b. Name of contact: Mike Johns
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 8444 NW St Helens Road City: Portland
      State: OR Zip code: 97231
2. Vessel
   a. ID: Serial No. 413419 b. Name: 4100 DB
   c. Type: Crane Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: No
   - What is the lowest height configuration for transport? 35 feet

   b. What is the gantry configuration? Estimated gantry height: 35 Feet

   c. Does the barge have spuds? Yes
   - Height above waterline for travel? 92 Feet
   - Can the spuds be removed for travel? Only for long distances upstream for big jobs; not for work in the Portland Harbor
   - Work and cost involved in removing spuds? ½-1 day
4. Vessel Location
   a. Where is the vessel currently located? Kalama
   b. Is it working on a job? Yes Is it tied up to shore? no

c. What is the best time to make a trip to the vessel? _____

5. Surveyed Measurements (measurements from spec sheet)

Gantry Height:	35
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	92

6. Vessel Height

Self-Reported		Heights from Spec sheet	
Air Draft:	90 feet (top of spuds)	Air Draft:	92
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet	Water Level:	16 feet
Total Height:	116 feet	Total Height:	118 feet

7. History Notes

Date	Item
2/20/2012	Contacted by Megan Nelson
3/8/2012	Returned River User Data Sheet for the Linde Marie via email
7/23/2012	Interviewed by Karl Krcma and Jennifer Rabby; Vessel specification sheets provided

Paul Bunyan — Equip# 3-20

US Navy — 1944

Manufacturer | Model | Max Capacity | Year





Item	Description	Unit	Quantity	Capacity
1	Width	Feet	52'	
	Length	Feet	152'	
	Depth	Feet	11'	
	Draft	Feet		
	Rakes			
	Spud Pocket(s)		2	
	Spud(s)		2	

Notes:

Vessel Height Verification Sheet

By: Jennifer Rabby Date: 23 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Advanced American Construction
   b. Name of contact: Mike Johns
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 8444 NW St Helens Road City: Portland
      State: OR Zip code: 97231
2. Vessel
   a. ID: b. Name: Paul Bunyan
   c. Type: Spud Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Spud Barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: No
   - What is the lowest height configuration for transport? 11 feet with spuds removed

   b. What is the gantry configuration? N/A Estimated gantry height: N/A

   c. Does the barge have spuds? Yes
   - Height above waterline for travel? 78 Feet
   - Can the spuds be removed for travel? Only for long distances upstream for big jobs; not for work in the Portland Harbor
   - Work and cost involved in removing spuds? ½-1 day
4. Vessel Location
   a. Where is the vessel currently located? AAC Dock in Portland
   b. Is it working on a job? No Is it tied up to shore?

Gantry Height:	
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	78 feet

6. Vessel Height

Self-Reported		Spec measurements	
Air Draft:	Not previously reported	Air Draft:	78 feet (top of spuds)
Air Gap:		Air Gap:	10 feet
Water Level:		Water Level:	16 feet
Total Height:		Total Height:	104 feet

7. History Notes

Date	Item
2/20/2012	Contacted by Megan Nelson
3/8/2012	Returned River User Data Sheet for the Linde Marie via email
7/23/2012	Interviewed by Karl Krcma and Jennifer Rabby; Vessel specification sheets provided

Marine Contractors

Owner: Advanced American Construction

Vessel: Linde Marie

River User Data Sheet By:_____ Date: 3-8-12

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: ADVANCED AMERICAN CONSTRUCTION
   b. Name of contact: Mike Johns
   c. Phone number (Office): [redacted] d. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: P.O. Box 83599
   g. City: PORTLAND OR
   h. State: ORE i. Zip code: 97283

3a. Vessel Name: LINDE MARIE 3b. Vessel Type: TUG

3c. US Coast Guard Document Number: 265180

4a. Length Overall (LOA), feet: 58.4 4b. Beam (width), feet: 16.5

5. Draft (depth of hull below waterline, fully laden), feet: 5.5

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 35

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 40 NOTE ITEM 13

8. Frequency of one-way passage underneath I-5 main channel (typical per month): 1-2

   Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___

9. Frequency of one-way passage underneath I-5 main channel (other historic events):____

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): 5

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? N/A

13. Other miscellaneous

AAC IS A MARINE CONSTRUCTION CO. HEIGHT OF VESSEL IS MAINLY DETERMINED BY A TYPICAL CRANE BARGE BEING PUSHED.

HEIGHT OF SPUDS 90' ABOVE W/L "MIN" (AIR GAP 100')

"MIN" CRANE GANTRY HEIGHT 65'.

"AT THIS TIME" ABOVE W/L (AIR GAP 75')

AAC PUSHES AAC OWNED EQUIPMENT ONLY (TYPICALLY) SHORT HAUL OR JOB TUGGING. LONG HAUL WE CONTRACT OUT

Mike John

Marine Contractors

Company: Bergerson

Vessels:

- Betsy Ross
- Carr Barge
- Sectional Barge
- Darryl B
- Olaf J

Company did not respond to IBR request. Information below was included in the CRC NIR.

Marine Contractors

Owner: Bergerson Construction Inc.

Vessels: Betsy Ross

Darryl B

Olaf J

Vessel: Betsy Ross



Ask for Tonnage? ✓ HAS ^ FOR TUGS ONLY

5 TOTAL BARGES/VESSEL

River User Data Sheet By:_____ Date:_____

1. Company Name and/or Owner of Vessel and contact information

3 Cranes
2 Tugs

   a. Name of company: Bergerson Construction, Inc.
   b. Name of contact: Gregory Morrill
   c. Phone number (Office): [redacted] d. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: 55 Portway (P.O. Box 387)
   g. City: Astoria
   h. State: OR i. Zip code: 97103

3a. Vessel Name: Betsy Ross 3b. Vessel Type: Crane Barge

3c. US Coast Guard Document Number: N/A

4a. Length Overall (LOA), feet: 120' 4b. Beam (width), feet: 63'

5. Draft (depth of hull below waterline, fully laden), feet: 5'

Clarify ↓

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 40-150'

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 10'

Typ. lower for travel
Typ. to 70'

8. Frequency of one-way passage underneath I-5 main channel (typical per month): Varies

   Jan ___ Feb ___ Mar ___ Apr ___ May ___ Jun ___ Jul ___ Aug ___ Sep ___ Oct ___ Nov ___ Dec ___

PHONE CONV. 2/29 w/ G. MORRILL

9. Frequency of one-way passage underneath I-5 main channel (other historic events): Varies

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): Varies

    Jan ___ Feb ___ Mar ___ Apr ___ May ___ Jun ___ Jul ___ Aug ___ Sep ___ Oct ___ Nov ___ Dec ___

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): Varies

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? Yes. It does not address vessel traffic in this specific area.

13. Other miscellaneous

As a construction company predicting vessel traffic in a specific area is quite difficult as it is directly related to which contracts we are awarded.

TONNAGE = 38 TONS

River User Data Sheet By:_____ Date:_____

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: Bergerson Construction, Inc.
   b. Name of contact: Gregory Morrill
   c. Phone number (Office): [redacted] d. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: 55 Portway (P.O. Box 387)
   g. City: Astoria
   h. State: OR i. Zip code: 97103

3a. Vessel Name: Darryl B. 3b. Vessel Type: Tug

3c. US Coast Guard Document Number: N/A

4a. Length Overall (LOA), feet: 52' 4b. Beam (width), feet: 14.1'

5. Draft (depth of hull below waterline, fully laden), feet: 5.6'
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 20'
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 10'
8. Frequency of one-way passage underneath I-5 main channel (typical per month): Varies

   Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___ Aug___ Sep___ Oct___ Nov___ Dec___
9. Frequency of one-way passage underneath I-5 main channel (other historic events): Varies
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): Varies

    Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___ Aug___ Sep___ Oct___ Nov___ Dec___
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): Varies

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? Yes. It does not address vessel traffic in this specific area.

13. Other miscellaneous

As a construction company predicting vessel traffic in a specific area is quite difficult as it is directly related to which contracts we are awarded.

TONNAGE = 40 TONS

River User Data Sheet By:_____ Date:_____

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: Bergerson Construction, Inc.
   b. Name of contact: Gregory Morrill
   c. Phone number (Office) [redacted] d. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: 55 Portway (P.O. Box 387)
   g. City: Astoria
   h. State: OR i. Zip code: 97103

3a. Vessel Name: Olaf J 3b. Vessel Type: Tug

3c. US Coast Guard Document Number: N/A

4a. Length Overall (LOA), feet: 48.6' 4b. Beam (width), feet: 16.1'

5. Draft (depth of hull below waterline, fully laden), feet: 5.7'

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 35'

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 10'

8. Frequency of one-way passage underneath I-5 main channel (typical per month): Varies

   Jan___ Feb___ Mar___ Apr___ May___ Jun___ Jul___ Aug___ Sep___ Oct___ Nov___ Dec___

9. Frequency of one-way passage underneath I-5 main channel (other historic events): Varies

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): Varies

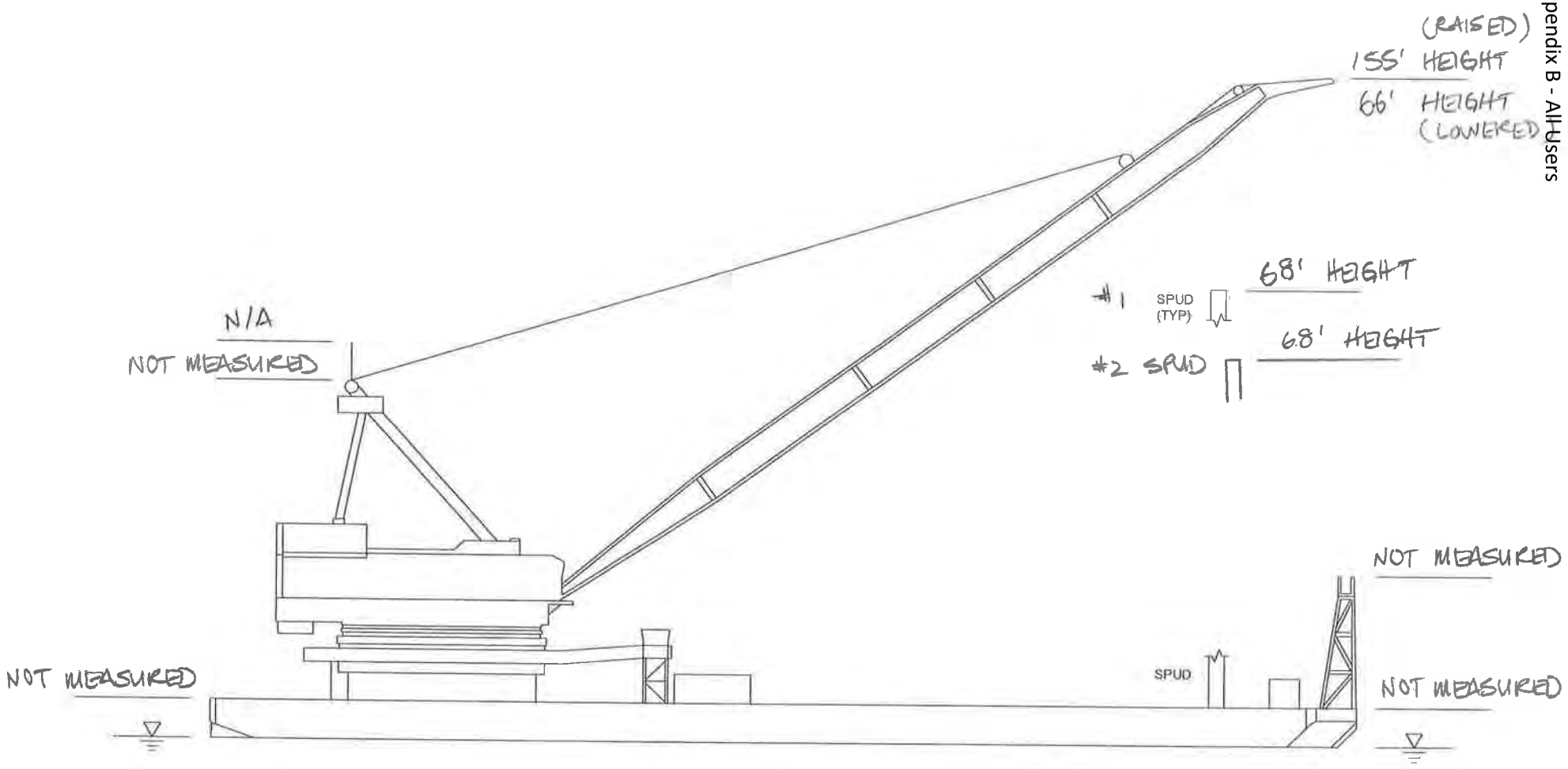
    Jan___ Feb___ Mar___ Apr___ May___ Jun___ Jul___ Aug___ Sep___ Oct___ Nov___ Dec___

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): Varies

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? Yes. It does not address vessel traffic in this specific area.

13. Other miscellaneous

As a construction company predicting vessel traffic in a specific area is quite difficult as it is directly related to which contracts we are awarded.



BETSY ROSS
NAME

BERGERSON CONSTRUCTION INC.
MEASURED AT
PORT OF ASTORIA, OR
LOCATION

07-10-12
DATE

Vessel Name	Owner	Antenna Elev (ft)	Mast Elev (ft)	Spud Elev (ft)	Boom Crane Elev (ft)	Gantry Elev (ft)	Pivot Pt Elev (ft)	Cradle Elev (ft)	Water Elev (ft)	Height Above Water
Ironwood	Tongue Point Job Corps Maritime Training Program	60.2	N/M	N/A	N/A	N/A	N/A	N/A	3.4	57
		77.4	N/M	N/A	N/A	N/A	N/A	N/A	3.4	74
		80.5	N/M	N/A	N/A	N/A	N/A	N/A	3.4	77
Heidi Renee	J.E. McAmis	N/A	N/A	82.8	N/A	N/A	N/A	N/A	2.2	81
Carr	Bergerson Construction Inc.	N/A	N/A	79.1	N/M	N/M	N/M	N/A	1.8	77
		N/A	N/A	80.2	N/M	N/M	N/M	N/A	1.8	78
		N/A	N/A	N/M	53.5	N/M	N/M	N/A	1.8	52
		N/A	N/A	N/M	94.8	N/M	N/M	N/A	1.8	93
Betsy Ross	Bergerson Construction Inc.	N/A	N/A	71.0	NM	N/M	N/M	N/M	3.0	68
		N/A	N/A	N/M	69.3	N/M	N/M	N/M	3.0	66
		N/A	N/A	N/M	158.4	N/M	N/M	N/M	3.0	155
		N/A	N/A	71.4	NM	N/M	N/M	N/M	3.0	68

N/A - does not exist
N/M - exists but not measured

Vessel Height Verification Sheet

By: Karl Krcma Date: 10 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Bergerson Construction, Inc.
   b. Name of contact: Gregory Morrill
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 55 Portway (P.O. Box 387) City: Astoria
      State: OR Zip code: 97103
2. Vessel
   a. ID: b. Name: Betsy Ross
   c. Type: Crane Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge
   - Is a vessel specification sheet available? No
   - Configuration shown on the sheet: N/A
   - What is the lowest height configuration for transport? Crane down at 66 ft, spuds removed

   b. What is the gantry configuration? Estimated gantry height: Not given

   c. Does the barge have spuds? Yes, two
   - Height above waterline for travel? 68 Feet
   - Can the spuds be removed for travel? Only in very special circumstances when they travel far upriver on the Columbia
   - Work and cost involved in removing spuds? ½ day to day to remove spuds; need to tie up to a dock near the work area.
4. Vessel Location

b. Is it working on a job? No Is it tied up to shore? yes

c. What is the best time to make a trip to the vessel? Prior to August

5. Surveyed Measurements (all measurements above water line)

Gantry Height:	N/A
Water Level:	N/A
Top of Boom:	Raised = 155 ft At travel angle = 66 feet
Height of Boom Hinge Pin:	N/A
Boom Cradle:	N/A
Top of Spud:	68 feet

6. Vessel Height

Self-Reported		Surveyed	
Air Draft:	70 feet (Top of Spuds)	Air Draft:	68 feet
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet CRD	Water Level:	16 feet CRD
Total Height:	96 feet	Total Height:	94 feet

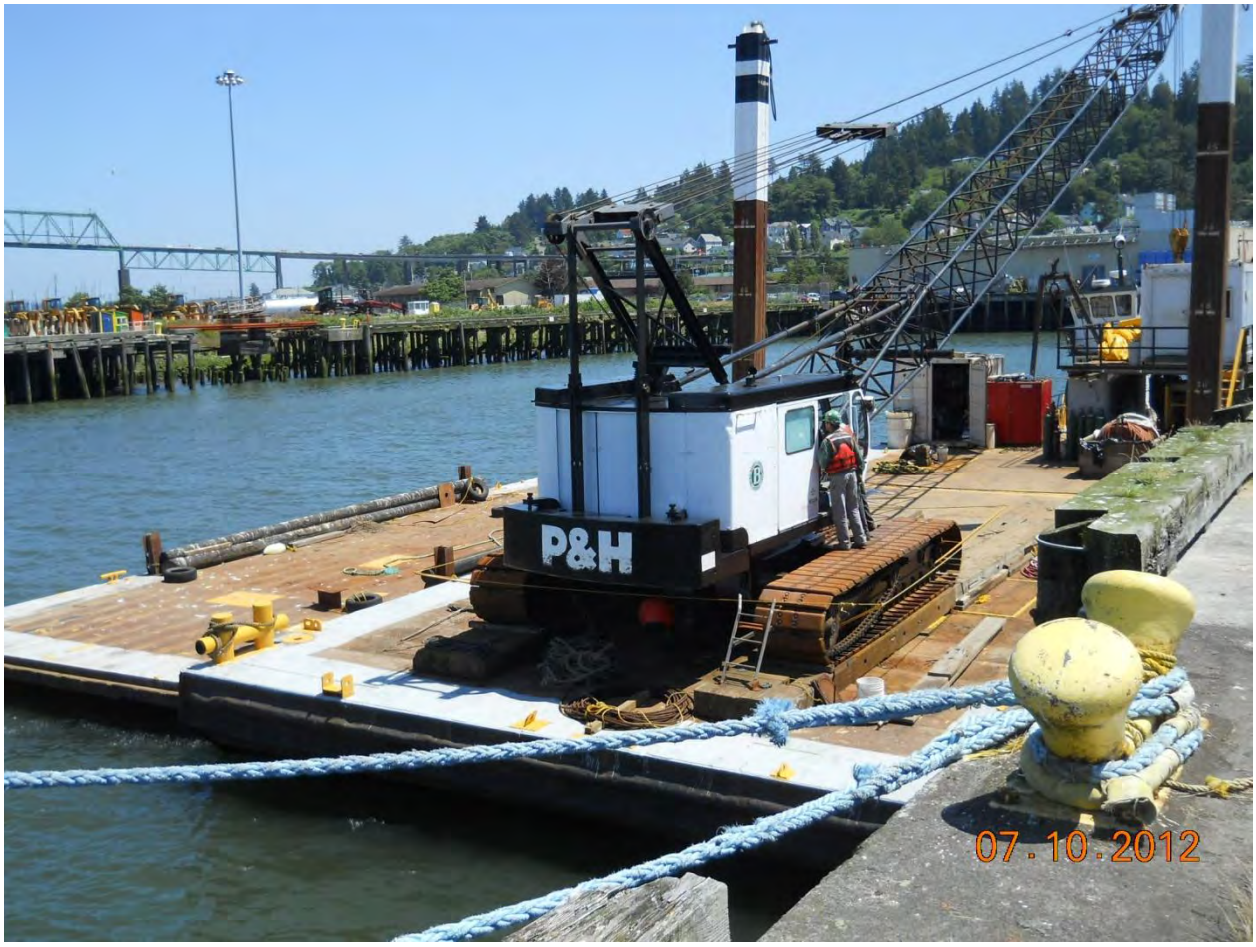
7. History Notes

Date	Item
2/17/2012	Contacted by Megan Nelson
2/29/2012	Data sheet submitted
7/3/2012	Contacted by Pete Geiger for field measurement
7/10/2012	Field measured
7/17/2012	New data sheet submitted

Marine Contractors

Owner: Bergerson Construction

Vessel: Carr Barge



River User Data Sheet By:_____ Date:_____

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: Bergerson Construction, Inc.
   b. Name of contact: Gregory Morrill
   c. Phone number (Office): [redacted] d. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: 55 Portway (P.O. Box 387)
   g. City: Astoria
   h. State: OR i. Zip code: 97103

3a. Vessel Name: Carr Barge 3b. Vessel Type: Crane Barge

3c. US Coast Guard Document Number: N/A

4a. Length Overall (LOA), feet: 104' 4b. Beam (width), feet: 40'

5. Draft (depth of hull below waterline, fully laden), feet: 6'

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: ~~40~~ 120'

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 10' 70' 2/29

8. Frequency of one-way passage underneath I-5 main channel (typical per month): Varies

   Jan ___ Feb ___ Mar ___ Apr ___ May ___ Jun ___ Jul ___ Aug ___ Sep ___ Oct ___ Nov ___ Dec ___

9. Frequency of one-way passage underneath I-5 main channel (other historic events): Varies

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): Varies

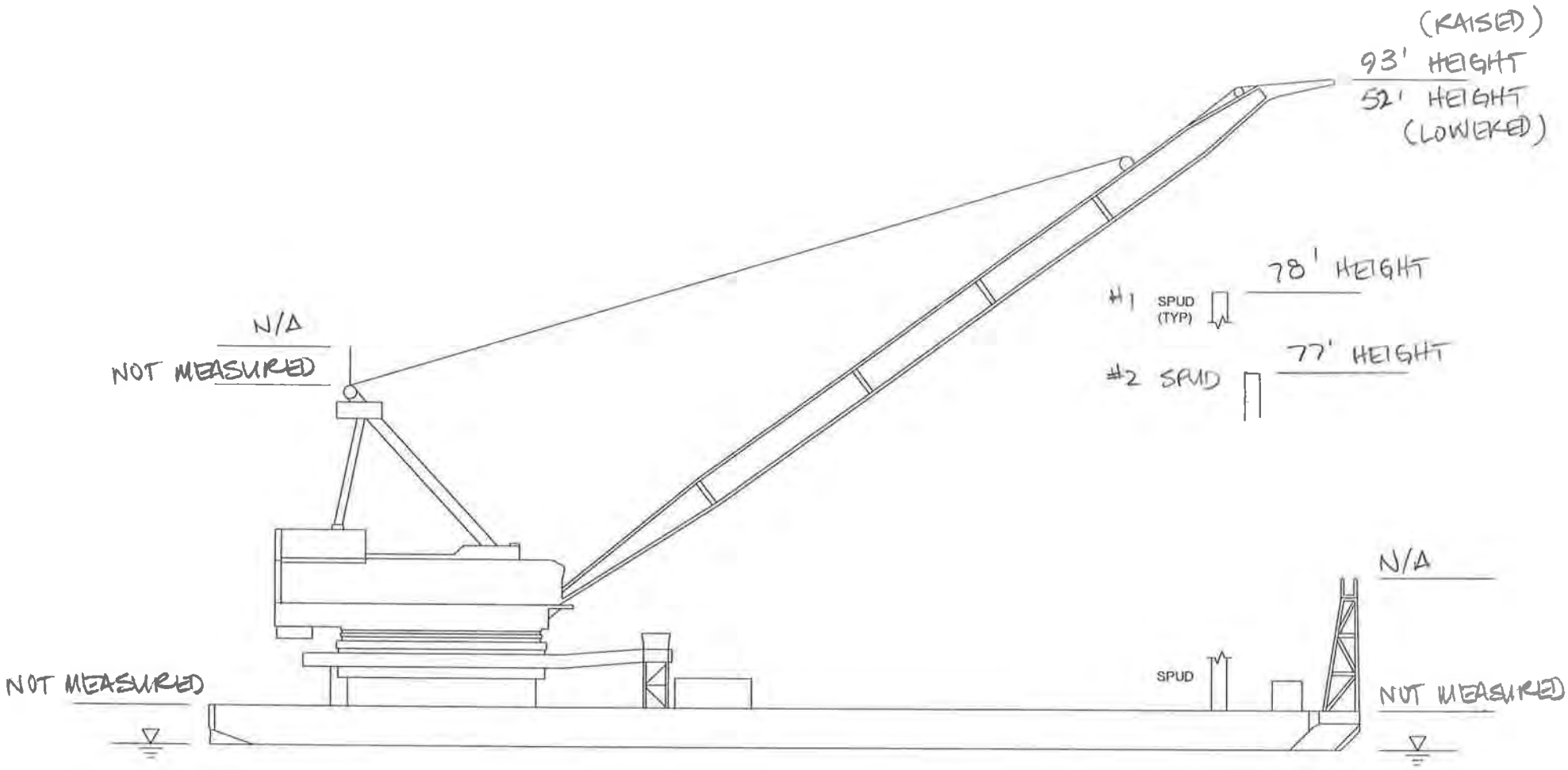
    Jan ___ Feb ___ Mar ___ Apr ___ May ___ Jun ___ Jul ___ Aug ___ Sep ___ Oct ___ Nov ___ Dec ___

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): Varies

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? Yes. It does not address vessel traffic in this specific area.

13. Other miscellaneous

As a construction company predicting vessel traffic in a specific area is quite difficult as it is directly related to which contracts we are awarded.



CARR
NAME

BERGERSON CONSTRUCTION INC.
MEASURED AT
PORT OF ASTORIA, OR
LOCATION

07-10-12
DATE

Vessel Name	Owner	Antenna Elev (ft)	Mast Elev (ft)	Spud Elev (ft)	Boom Crane Elev (ft)	Gantry Elev (ft)	Pivot Pt Elev (ft)	Cradle Elev (ft)	Water Elev (ft)	Height Above Water
Ironwood	Tongue Point Job Corps Maritime Training Program	60.2	N/M	N/A	N/A	N/A	N/A	N/A	3.4	57
		77.4	N/M	N/A	N/A	N/A	N/A	N/A	3.4	74
		80.5	N/M	N/A	N/A	N/A	N/A	N/A	3.4	77
Heidi Renee	J.E. McAmis	N/A	N/A	82.8	N/A	N/A	N/A	N/A	2.2	81
Carr	Bergerson Construction Inc.	N/A	N/A	79.1	N/M	N/M	N/M	N/A	1.8	77
		N/A	N/A	80.2	N/M	N/M	N/M	N/A	1.8	78
		N/A	N/A	N/M	53.5	N/M	N/M	N/A	1.8	52
		N/A	N/A	N/M	94.8	N/M	N/M	N/A	1.8	93
Betsy Ross	Bergerson Construction Inc.	N/A	N/A	71.0	NM	N/M	N/M	N/M	3.0	68
		N/A	N/A	N/M	69.3	N/M	N/M	N/M	3.0	66
		N/A	N/A	N/M	158.4	N/M	N/M	N/M	3.0	155
		N/A	N/A	71.4	NM	N/M	N/M	N/M	3.0	68

N/A - does not exist
N/M - exists but not measured

Vessel Height Verification Sheet

By: Karl Krcma Date: 10 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Bergerson Construction, Inc.
   b. Name of contact: Gregory Morrill
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 55 Portway (P.O. Box 387) City: Astoria
      State: OR Zip code: 97103
2. Vessel
   a. ID: b. Name: Carr Barge
   c. Type: Crane Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge
   - Is a vessel specification sheet available? No
   - Configuration shown on the sheet: N/A
   - What is the lowest height configuration for transport? Crane down at 52 ft, spuds removed

   b. What is the gantry configuration? Estimated gantry height: Not given

   c. Does the barge have spuds? Yes, two
   - Height above waterline for travel? 78 Feet
   - Can the spuds be removed for travel? Only in very special circumstances when they travel far upriver on the Columbia
   - Work and cost involved in removing spuds? ½ day to day to remove spuds; need to tie up to a dock near the work area.
4. Vessel Location

a. Where is the vessel currently located? Astoria, OR

b. Is it working on a job? No Is it tied up to shore? yes

c. What is the best time to make a trip to the vessel? Prior to August

5. Surveyed Measurements (all measurements above water line)

Gantry Height:	N/A
Water Level:	N/A
Top of Boom:	Raised = 93 ft At travel angle = 52 feet
Height of Boom Hinge Pin:	N/A
Boom Cradle:	N/A
Top of Spud:	78 feet

6. Vessel Height

Self-Reported		Surveyed	
Air Draft:	70 feet (Top of Spuds)	Air Draft:	78 feet
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet CRD	Water Level:	16 feet CRD
Total Height:	96 feet	Total Height:	104 feet

7. History Notes

Date	Item
2/17/2012	Contacted by Megan Nelson
2/29/2012	Data sheet submitted
7/3/2012	Contacted by Pete Geiger for field measurement
7/10/2012	Field measured
7/17/2012	New data sheet submitted

No image available

River User Data Sheet By:_____ Date:_____

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: Bergerson Construction, Inc.
   b. Name of contact: Gregory Morrill
   c. Phone number (Office): [redacted] d. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: 55 Portway (P.O. Box 387)
   g. City: Astoria
   h. State: OR i. Zip code: 97103

3a. Vessel Name: Sectional Barge 3b. Vessel Type: Crane Barge

3c. US Coast Guard Document Number: N/A

4a. Length Overall (LOA), feet: 100' (Varies) 4b. Beam (width), feet: 60' (Varies)

5. Draft (depth of hull below waterline, fully laden), feet: 3'

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: ~~40' 150'~~ 70'

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 10'

2/29

8. Frequency of one-way passage underneath I-5 main channel (typical per month): Varies

   Jan___ Feb___ Mar___ Apr___ May___ Jun___ Jul___ Aug___ Sep___ Oct___ Nov___ Dec___

9. Frequency of one-way passage underneath I-5 main channel (other historic events): Varies

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): Varies

    Jan___ Feb___ Mar___ Apr___ May___ Jun___ Jul___ Aug___ Sep___ Oct___ Nov___ Dec___

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): Varies

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? Yes. It does not address vessel traffic in this specific area.

13. Other miscellaneous

As a construction company predicting vessel traffic in a specific area is quite difficult as it is directly related to which contracts we are awarded.

Vessel Height Verification Sheet

By: Karl Krcma Date: 10 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Bergerson Construction, Inc.
   b. Name of contact: Gregory Morrill
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 55 Portway (P.O. Box 387) City: Astoria
      State: OR Zip code: 97103
2. Vessel
   a. ID: b. Name: Section Barge
   c. Type: Sectional Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Sectional Barge, 40 ft x 10 ft sections that can be connected together
   - Is a vessel specification sheet available? No
   - Configuration shown on the sheet: N/A
   - What is the lowest height configuration for transport? Can be transported by truck

   b. What is the gantry configuration? Estimated gantry height: N/A
   c. Does the barge have spuds? Yes
   - Height above waterline for travel? N/A
   - Can the spuds be removed for travel? Yes
   - Work and cost involved in removing spuds? ½ day to day to remove spuds; need to tie up to a dock near the work area.
4. Vessel Location
   a. Where is the vessel currently located? Aberdeen, Wa

b. Is it working on a job? Yes Is it tied up to shore? No

c. What is the best time to make a trip to the vessel? Not a good time

5. Surveyed Measurements (all measurements above water line)

Gantry Height:	N/A
Water Level:	N/A
Top of Boom:	N/A
Height of Boom Hinge Pin:	N/A
Boom Cradle:	N/A
Top of Spud:	N/A

6. Vessel Height

Self-Reported		Surveyed	
Air Draft:	70 feet (Top of Spuds)	Air Draft:	N/A
Air Gap:	10 feet	Air Gap:	N/A
Water Level:	16 feet CRD	Water Level:	N/A
Total Height:	96 feet	Total Height:	N/A

7. History Notes

Date	Item
2/17/2012	Contacted by Megan Nelson
2/29/2012	Data sheet submitted
7/3/2012	Contacted by Pete Geiger for field measurement
7/17/2012	New data sheet submitted

Marine Contractors

Company: CalPortland

Vessels:

- Johnny Peterson
- Sanderling

Company did not respond to IBR request. Information below was included in the CRC NIR.

Marine Contractors

Owner: CalPortland Co.

Vessels: Johnny Peterson

Sanderling

River User Data Sheet By: TONY CARNERA Date: 3-7-2012

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: CALPORTLAND CO.
   b. Name of contact: TONY CARNERA
   c. Phone number (Office): [redacted] d. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: 3101 NW GATEWAY AVE
   g. City: VANCOUVER
   h. State: WASHINGTON i. Zip code: 98660

3a. Vessel Name: JOHNNY PETERSON 3b. Vessel Type: TUG

3c. US Coast Guard Document Number: 296618

4a. Length Overall (LOA), feet: 52.0 4b. Beam (width), feet: 18.5

5. Draft (depth of hull below waterline, fully laden), feet: 6.6

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 32

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 3-4 FEET ABOVE

8. Frequency of one-way passage underneath I-5 main channel (typical per month): 8

   Jan 8 Feb 8 Mar 8 Apr 8 May 8 Jun 8 Jul 8 Aug 8 Sep 8 Oct 8 Nov 8 Dec 8

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan 0 Feb 0 Mar 0 Apr 0 May 0 Jun 0 Jul 0 Aug 0 Sep 0 Oct 0 Nov 0 Dec 0

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): 0

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? We do plan on keeping vessels for continued operations.
13. Other miscellaneous

River User Data Sheet By: Tony Carnera Date: 3-7-2012

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: CalPortland Co.
   b. Name of contact: Tony Carnera
   c. Phone number (Office [redacted] d. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: 3101 NW Gateway Ave
   g. City: Vancouver
   h. State: Washington i. Zip code: 98660

3a. Vessel Name: Sunderland 3b. Vessel Type: Dredge

3c. US Coast Guard Document Number: 521611

4a. Length Overall (LOA), feet: 220.1 4b. Beam (width), feet: 40.0

5. Draft (depth of hull below waterline, fully laden), feet: 11.6
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 32
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 3-4 Feet
8. Frequency of one-way passage underneath I-5 main channel (typical per month): 8

   Jan 8 Feb 8 Mar 8 Apr 8 May 8 Jun 8 Jul 8 Aug 8 Sep 8 Oct 8 Nov 8 Dec 8
9. Frequency of one-way passage underneath I-5 main channel (other historic events): ____
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan 0 Feb 0 Mar 0 Apr 0 May 0 Jun 0 Jul 0 Aug 0 Sep 0 Oct 0 Nov 0 Dec 0
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): 0

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? We plan on keeping vessels for future

13. Other miscellaneous
Continued operations.

Marine Contractors

Company: Diversified Marine

Vessels:

- DB Freedom
- DB Lucy
- DB Vulcan
- BMC44
- BRG22
- DMI 100
- DMI 60
- Cougar
- Mariner
- Tiger

Company provided data sheets to the IBR Program. Data sheets are included below, followed by the information included in the CRC NIR.

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Diversified Marine, Inc.

Vessel Name:
BMC44

Vessel Type:
Spud barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)*:

Type and quantity of cargo, if applicable:

Length (overall; ft):
200’

Beam (width; ft):
35’

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

6'

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

78

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

10

Tug Assistance Required: Choose an item.

YES

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Diversified Marine, Inc.

Vessel Name:
BRG22

Vessel Type:
Spud barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)*:

Type and quantity of cargo, if applicable:

Length (overall; ft):
16’ Long

Beam (width; ft):
40’

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

6’

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

85’

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Frequency of passage under Interstate Bridge:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

10

Tug Assistance Required: Choose an item.

YES

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Diversified Marine, Inc.

Vessel Name:
Cougar

Vessel Type:
Tug

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:
267389

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
58.3

Beam (width; ft):
16.7

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

5.7

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

50

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

5 knt

Time of Year of Passage:

10

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Diversified Marine, Inc.

Vessel Name:
DB Freedom

Vessel Type:
Derrick barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:
507476

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
152.1

Beam (width; ft):
60

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

11

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

119

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

10

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

5 knts

Time of Year of Passage:

10

Tug Assistance Required: Choose an item.

YES

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Diversified Marine, Inc.

Vessel Name:
DB Lucy

Vessel Type:
Derrick barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)*:

Type and quantity of cargo, if applicable:

Length (overall; ft):
136’

Beam (width; ft):
37’

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:
85

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Diversified Marine, Inc.

Vessel Name:
DB Vulcan

Vessel Type:
Derrick barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)*:

Type and quantity of cargo, if applicable:

Length (overall; ft):
101

Beam (width; ft):
45

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

6'

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

89

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

15

Tug Assistance Required: Choose an item.

YES

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Diversified Marine, Inc.

Vessel Name:
DMI 100

Vessel Type:
Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):

Beam (width; ft):

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:
60

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Diversified Marine, Inc.

Vessel Name:
DMI 60

Vessel Type:
Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)*:

Type and quantity of cargo, if applicable:

Length (overall; ft):
60’

Beam (width; ft):
30’

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

60

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

15+

Tug Assistance Required: Choose an item.

YES

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Diversified Marine, Inc.

Vessel Name:
Mariner

Vessel Type:
Tug

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:
296979

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
67

Beam (width; ft):
24

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

11

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

45

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name: Diversified Marine, Inc.

Vessel Name:
Tiger

Vessel Type:
Tug

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:
256714

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
56.9

Beam (width; ft):
17.1

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

6.7

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

38

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company Name:

Vessel Name:

Vessel Type:

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Choose an item.

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)*:

Type and quantity of cargo, if applicable:

Length (overall; ft):

Beam (width; ft):

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Marine Contractors

Owner: Diversified Marine

Vessel: BMC 44



River User Data Sheet By:_____ Date: 2/17/12

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: DIVERSIFIED MARINE INC
   b. Name of contact: KURT REED
   c. Phone number (Office): [redacted] d. (Cell):_____
   e. Email: [redacted]
   f. Address: PO BOX 83723 (1801 N MARINE DR)
   g. City: PDX
   h. State: OR i. Zip code: 97283

3a. Vessel Name: SEE ATTACHED 3b. Vessel Type:_____

3c. US Coast Guard Document Number: _____

4a. Length Overall (LOA), feet:_____ 4b. Beam (width), feet:_____

5. Draft (depth of hull below waterline, fully laden), feet:_____
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 85
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 95' OR 10' ABOVE HIGHEST POINT
8. Frequency of one-way passage underneath I-5 main channel (typical per month):_____

   Jan 1 Feb 4 Mar 2 Apr 1 May 1 Jun 1 Jul 1 Aug 1 Sep 1 Oct 1 Nov 1 Dec 1
9. Frequency of one-way passage underneath I-5 main channel (other historic events):____
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan 15 Feb 15 Mar 15 Apr 15 May 15 Jun 15 Jul 15 Aug 15 Sep 15 Oct 15 Nov 15 Dec 15
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): OFTEN WE USE BRIDGE DAILY DEPENDING ON WORK FLOW. IT VARIES

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy?

13. Other miscellaneous

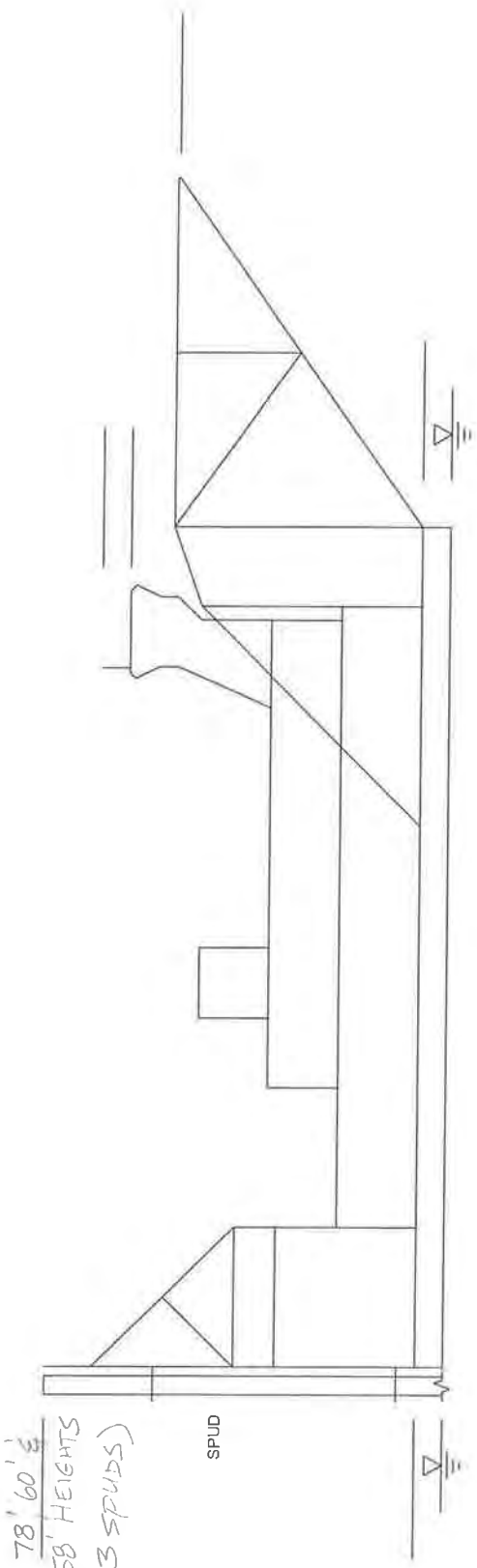
NORTH PORTLAND HARBOR BRIDGE IS "CRITICAL" TO OUR BUSINESS!

DIVERSIFIED MARINE, INC.
PO Box 83723
Portland OR 97283-0723
Phone (503) 289-2669
Fax (503) 289-2825
Email: DMI83723@aol.com
www.DiversifiedMarineInc.com

Feb, 17th 2012

Marine equipment list

Derrick barges:	Capacity	Size
DB Freedom	125 Ton	60′ x 155′ x 5′ draft (85′ tall spuds)
DB Vulcan	60 Ton	45′ x 101′ x 5′ draft (Bridge clearance 58′)
DB Lucy	25 Ton	35′ x 125′ (85′ tall spuds)
Barges:		
DMI 60	60,000#	26′ x 80′ Ramp barge with spuds x 85′ Tall
BMC 44	500 Ton	36′ x 208 Spud barge x 80′ tall
DMI 100	300 ton	60′ x 100′ Spud barge x 60′ tall
DMI 40	15 Ton	12′ x 40′ work barge
DMI 50	60,000#	26′ x 60′ Ramp barge with spuds x 60′ tall
Tugs:		
Tiger	1600 HP	18′ x 65′ x 6′ draft (Bridge clearance required 38′)
Cougar	1200 HP	22′ x 65′ x 6′ draft (Bridge clearance required 50′)
Mariner	1800 HP	25′ x 75′ x 10′ draft (Bridge clearance required 45′)
Utility:		
MV Sandwick	1050 HP	25′ x 78′ x 5′ draft Landing craft


7-02-2012
DATE
BMC 44
NAME
DIVERSIFIED MARINE
LOCATION
SPUD
78' 60's
58' HEIGHTS
(3 SPUDS)

Vessel Name	Owner	Antenna Elev (ft)	Mast Elev (ft)	Spud Elev (ft)	Boom Crane Elev (ft)	Gantry Elev (ft)	Pivot Pt Elev (ft)	Cradle Elev (ft)	Water Elev (ft)	Height Above Water (ft)
Make It So			103.7						17.0	87
		106.9							17.0	90
Wakadui	Todd Hilbelink		80.1						17.0	63
		82.8							17.0	66
DMI 60	Diversified Marine			100.2					16.0	84
Lucy	Diversified Marine				89.3				16.0	73
Freedom	Diversified Marine					77.3			16.0	61
							39.1		16.0	23
								42.9	16.0	27
					201.4				16.0	185
Vulcan	Diversified Marine					65.9			16.0	50
		74.8							16.0	59
					104.6				16.0	89
							37.0		16.0	21
R22	Diversified Marine			73.8					15.8	58
BMC44	Diversified Marine			93.5					15.8	78
				73.5					15.8	58
				75.3					15.8	60
Nancy Riley	McClure Loving Trust		86.1						17.8	68
		88.6							17.8	71

Vessel Height Verification Sheet

By: Pete Geiger Date: 2 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Diversified Marine
   b. Name of contact: Kurt Redd
   c. Phone number (Office): [redacted] (Cell):
   d. Email: [redacted]
   e. Address: 1801 N Marine Drive City: Portland
      State: OR Zip code: 97217
2. Vessel
   a. ID: b. Name: BMC44
   c. Type: Spud Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Spud Barge
   - Is a vessel specification sheet available? No
   - Configuration shown on the sheet: N/A
   - What is the lowest height configuration for transport? Spuds Up at 80 feet

   b. What is the gantry configuration? N/A Estimated gantry height: N/A

   c. Does the barge have spuds? Yes two. Midpoint at both ends. One Spud currently removed and one spud raised and pinned
   - Height above waterline for travel? 80 Feet
   - Can the spuds be removed for travel? Only in very special circumstances when they travel far upriver on the Columbia
   - Work and cost involved in removing spuds? 4 hours each spud to re-install; need to tie up to a dock near the work area. Would need to be accompanied by a crane.

4. Vessel Location
   a. Where is the vessel currently located? Columbia River North Portland Harbor, tied up to dolphins about ¼ mile downstream of Diversified Marine's Facility
   b. Is it working on a job? No Is it tied up to shore? Yes
   c. What is the best time to make a trip to the vessel? Anytime just give him 1 day notice

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	Not Surveyed – No Crane
Water Level:	15.8 feet
Top of Boom:	Not Surveyed – No Crane
Height of Boom Hinge Pin:	Not Surveyed – No Crane
Boom Cradle:	Not Surveyed – No Crane
Top of Spud:	93.5 Feet

6. Vessel Height

Self-Reported (Top of Spud)		Surveyed (Top of Spud)	
Air Draft:	80 feet (Top of Spud)	Air Draft:	78 Feet (Top of Spud)
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet	Water Level:	16 feet
Total Height:	106 feet	Total Height:	104 feet

7. History Notes

Date	Item
2/17/2012	Contacted by Megan Nelson
2/29/2012	Data sheet submitted
6/28/2012	Contacted by Pete Geiger for field measurement
7/2/2012	Field measured

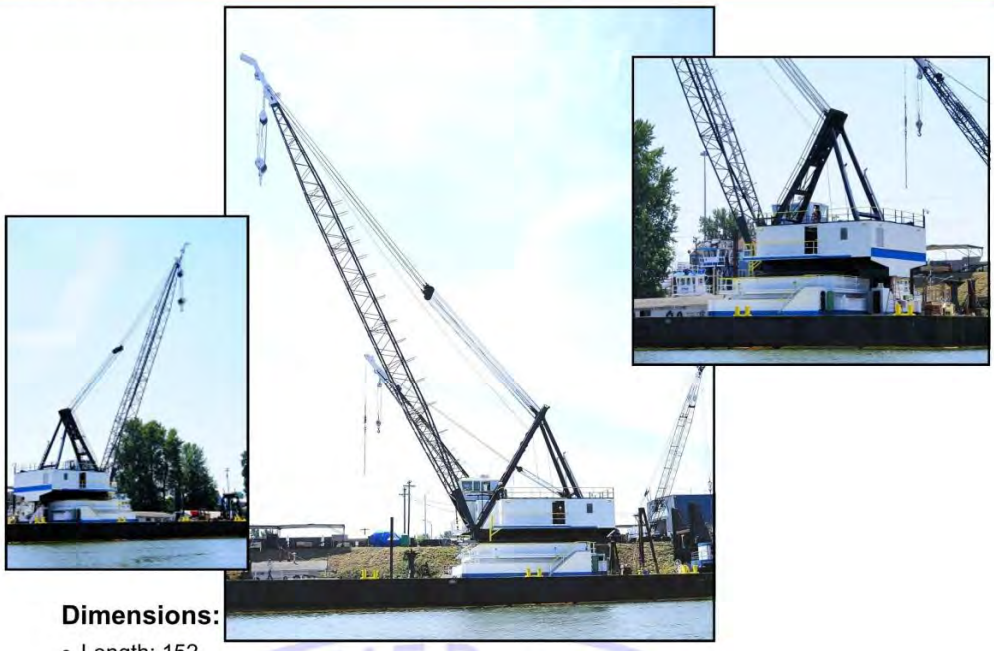
Marine Contractors

Owner: Diversified Marine

Vessel: DB Freedom

CRANE BARGE "DB FREEDOM"

Official No. 507476



Dimensions:

- Length: 152
- Beam: 60'
- Depth: 12"
- Draft: 4'
- Boom: 160' to main fall
- Boom: 172' to main whip line

Capacities:

- Fuel: 10,000 gallons
- Lift 123.5 tons off stern
- Lift: 87.4 tons @ 50' radius
- Lift: 81.2 tons @ 60' radius
- Lift: 67 tons @ 80' radius
- Lift: 25 tons @ 160' radius

Regulatory:

- American Hoist & Derrick Co American 305 Revolver
- Gross tonnage: 911 GRT

Machinery:

- Power: Diesel/Electric
- Generator: 375KW 480V
- Engine: C18

Auxiliaries:

- 3 drum 20,000#deck winch
- Twp (2) Aux hoist: 2 drum Skagit

Capabilities:

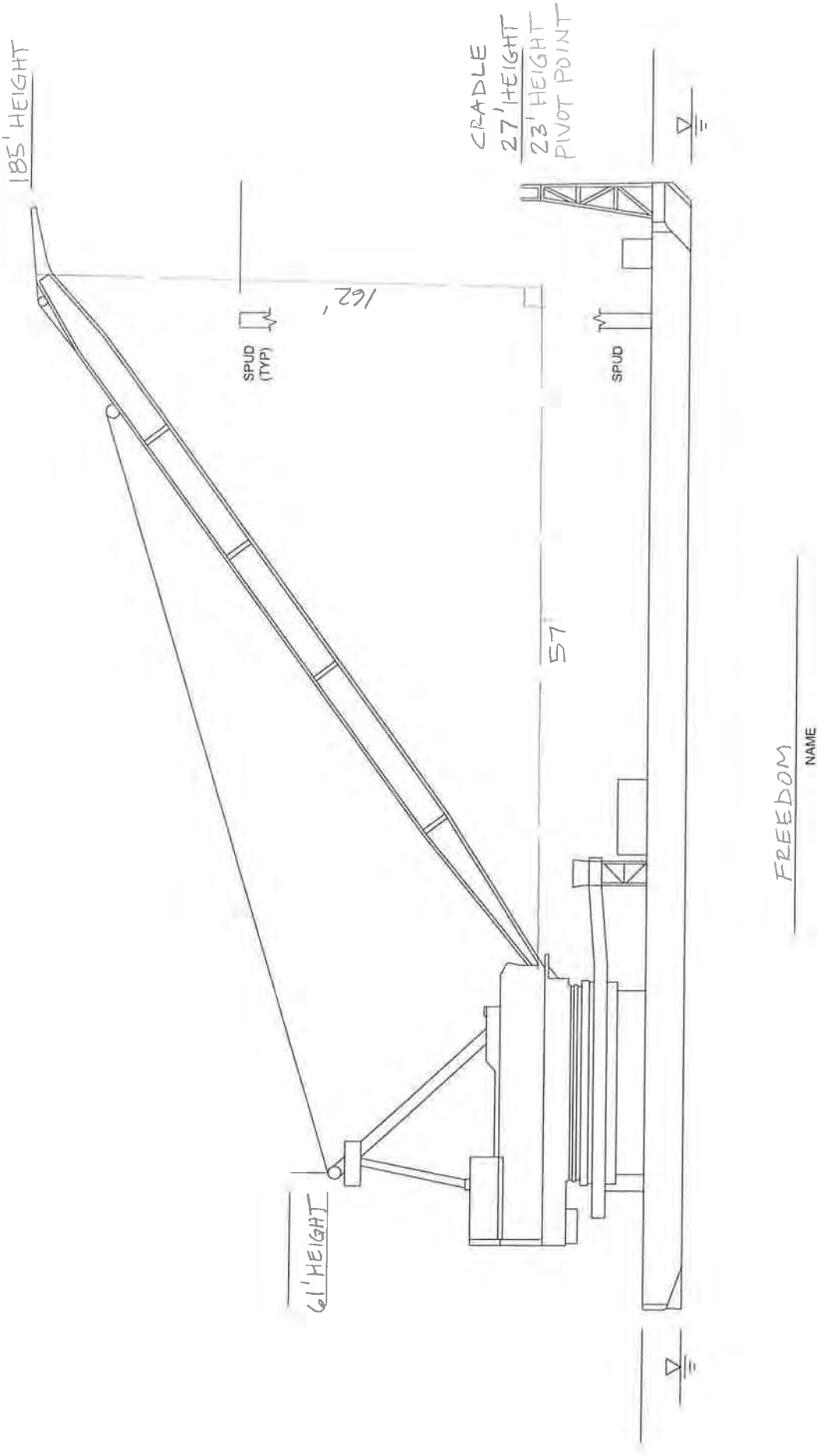
- Heavy Lifting
- Crane Service
- Salvage
- Pile Driving

DIVERSIFIED MARINE, INC.

PO Box 83723
(1801 N Marine Drive - 97217)
Portland OR 97283 USA

Phone: 503-289-2669
Fax: 503-289-2825
E-mail: kurt@dmipdx.com
Website: www.dmipdx.com

See more photos and videos of our equipment on our website.


185' HEIGHT
CRADLE
27' HEIGHT
23' HEIGHT
PIVOT POINT
162'
SPUD
(TYP)
SPUD
57'
61' HEIGHT
7-02-2012
DATE
FREEDOM
NAME
DIVERSIFIED MARINE
LOCATION

Vessel Height Verification Sheet

By: Pete Geiger Date: 2 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Diversified Marine
   b. Name of contact: Kurt Redd
   c. Phone number (Office): [redacted] (Cell):
   d. Email: [redacted]
   e. Address: 1801 N Marine Drive City: Portland
      State: OR Zip code: 97217
2. Vessel
   a. ID: b. Name: DB Freedom
   c. Type: Crane Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge
      - Is a vessel specification sheet available? Yes
      - Configuration shown on the sheet: Crane Up
      - What is the lowest height configuration for transport? Crane down at ~ 34 Degrees above horizontal, spuds up and pinned

   b. What is the gantry configuration? Estimated gantry height: Not given
   c. Does the barge have spuds? Yes at least two forward. Spuds currently down
      - Height above waterline for travel? 85 Feet
      - Can the spuds be removed for travel? Only in very special circumstances when they travel far upriver on the Columbia
      - Work and cost involved in removing spuds? 4 hours each spud to re-install; need to tie up to a dock near the work area.

4. Vessel Location
   a. Where is the vessel currently located? Columbia River North Portland Harbor
   b. Is it working on a job? Yes while tied up Is it tied up to shore? yes
   c. What is the best time to make a trip to the vessel? Anytime just give him 1 day notice

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	77.3 feet
Water Level:	16.0 feet
Top of Boom:	Measured while working = 201.4 feet (71 degrees off horizontal) Estimated at travel angle (34 degrees off horizontal) = 135 feet
Height of Boom Hinge Pin:	39.1 feet
Boom Cradle:	42.9 feet
Top of Spud:	Not surveyed – spuds in down position

6. Vessel Height

Self-Reported		Surveyed (Top of Boom Estimated)	
Air Draft:	85 feet (Top of Spuds)	Air Draft:	119 Feet (Top of Crane)
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet CRD	Water Level:	16 feet CRD
Total Height:	111 feet	Total Height:	145 feet

7. History Notes

Date	Item
2/17/2012	Contacted by Megan Nelson
2/29/2012	Data sheet submitted
6/28/2012	Contacted by Pete Geiger for field measurement
7/2/2012	Field measured

Marine Contractors

Owner: Diversified Marine

Vessel: DB Lucy

CRANE BARGE "LUCY"



Dimensions:

- Length: 130'
- Beam: 35'
- Depth: 6' 6"
- Draft: 3'
- Boom: 90'

Capacities:

- Fuel: 1,000 gallons
- Lift: 25 tons

Regulatory:

- Bucyrus Erie 54B Pedestal Mounted

Machinery:

- Power: Diesel GM 6-110

Auxiliaries:

- Two (2) 80' x 20" spuds
- Aux hoist: 2 drum Skagit

Capabilities:

- Crane Service
- Salvage
- Pile Driving
- Clamshell Dredging
- Duty Cycle

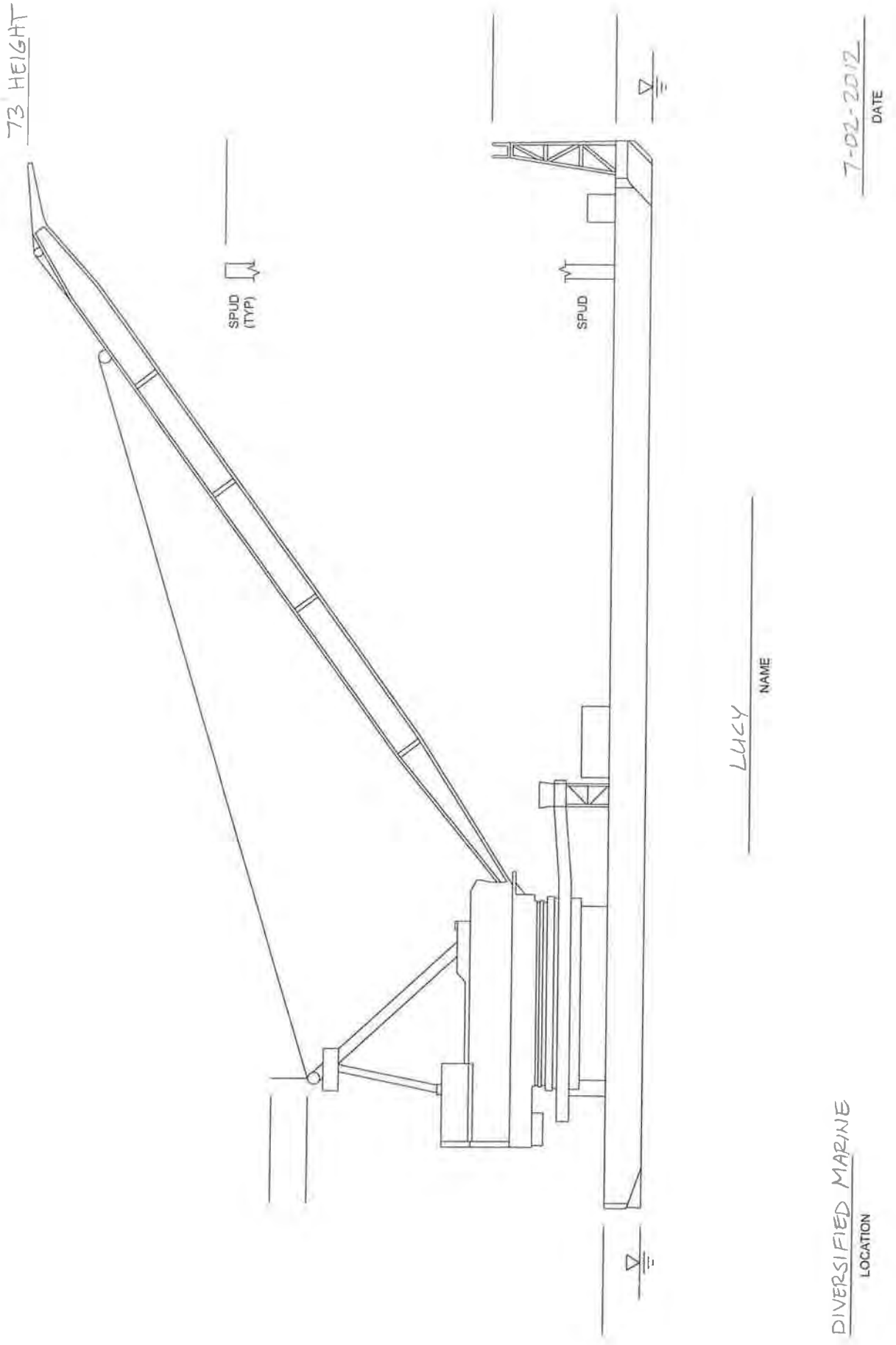
DMI MARINE INCORPORATED

DIVERSIFIED MARINE, INC.

PO Box 83723
(1801 N Marine Drive - 97217)
Portland OR 97283 USA

Phone: 503-289-2669
Fax: 503-289-2825
E-mail: kurt@dmipdx.com
Website: www.dmipdx.com

See more photos and videos of our equipment on our website.


73' HEIGHT
SPUD (TYP)
SPUD
7-02-2012
DATE
LUCY
NAME
DIVERSIFIED MARINE
LOCATION

Vessel Height Verification Sheet

By: Pete Geiger Date: 2 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Diversified Marine
   b. Name of contact: Kurt Redd
   c. Phone number (Office): [redacted] (Cell):
   d. Email: [redacted]
   e. Address: 1801 N Marine Drive City: Portland
      State: OR Zip code: 97217
2. Vessel
   a. ID: b. Name: DB Lucy
   c. Type: Crane Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: Crane Down, Spuds Up
   - What is the lowest height configuration for transport? Crane down at ~ 34 Degrees above horizontal

   b. What is the gantry configuration? Estimated gantry height: Not given

   c. Does the barge have spuds? Yes Center of Barge, either edge. Spuds currently down
   - Height above waterline for travel? 85 Feet
   - Can the spuds be removed for travel? Only in very special circumstances when they travel far upriver on the Columbia
   - Work and cost involved in removing spuds? 4 hours each spud to re-install; need to tie up to a dock near the work area.

4. Vessel Location
   a. Where is the vessel currently located? Columbia River North Portland Harbor
   b. Is it working on a job? No Is it tied up to shore? Yes
   c. What is the best time to make a trip to the vessel? Anytime just give him 1 day notice

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	Not Surveyed – Obscured by drydock
Water Level:	16.0 feet
Top of Boom:	Measured at storage angle = 89.3 feet
Height of Boom Hinge Pin:	Not Surveyed – Obscured by drydock
Boom Cradle:	Not Surveyed – Obscured by drydock
Top of Spud:	Not surveyed – No Spuds – Anchors Only

6. Vessel Height

Self-Reported (Top of Spud)		Surveyed (Top of Boom)	
Air Draft:	85 feet (Top of Spud)	Air Draft:	73 Feet (Top of Crane Boom)
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet	Water Level:	16 feet
Total Height:	111 feet	Total Height:	99 feet

7. History Notes

Date	Item
2/17/2012	Contacted by Megan Nelson
2/29/2012	Data sheet submitted
6/28/2012	Contacted by Pete Geiger for field measurement
7/2/2012	Field measured

Marine Contractors

Owner: Diversified Marine

Vessel: DB Vulcan

CRANE BARGE "DB VULCAN"

Official No. 563327







Dimensions:

- Length: 101'
- Beam: 45'
- Depth: 8' 6"
- Draft: 3' 6"
- Boom: 113' to main fall
- Boom: 120' to main whip line

Capacities:

- Fuel: 4,500 gallons
- Lift: 60 tons @ 40' radius
- Lift: 38 tons @ 60' radius
- Lift: 14 tons @ 120' radius

Regulatory:

- RW Kaltenback Model YDH-9 Revolving Whirley
- Gross tonnage: 358 GRT

Machinery:

- Power: Diesel/Electric
- Generator: GE 125KW 230V
- Engine: Cat 3306

Auxiliaries:

- Four (4) 8000# anchors
- Aux hoist: 3 drum Skagit

Capabilities:

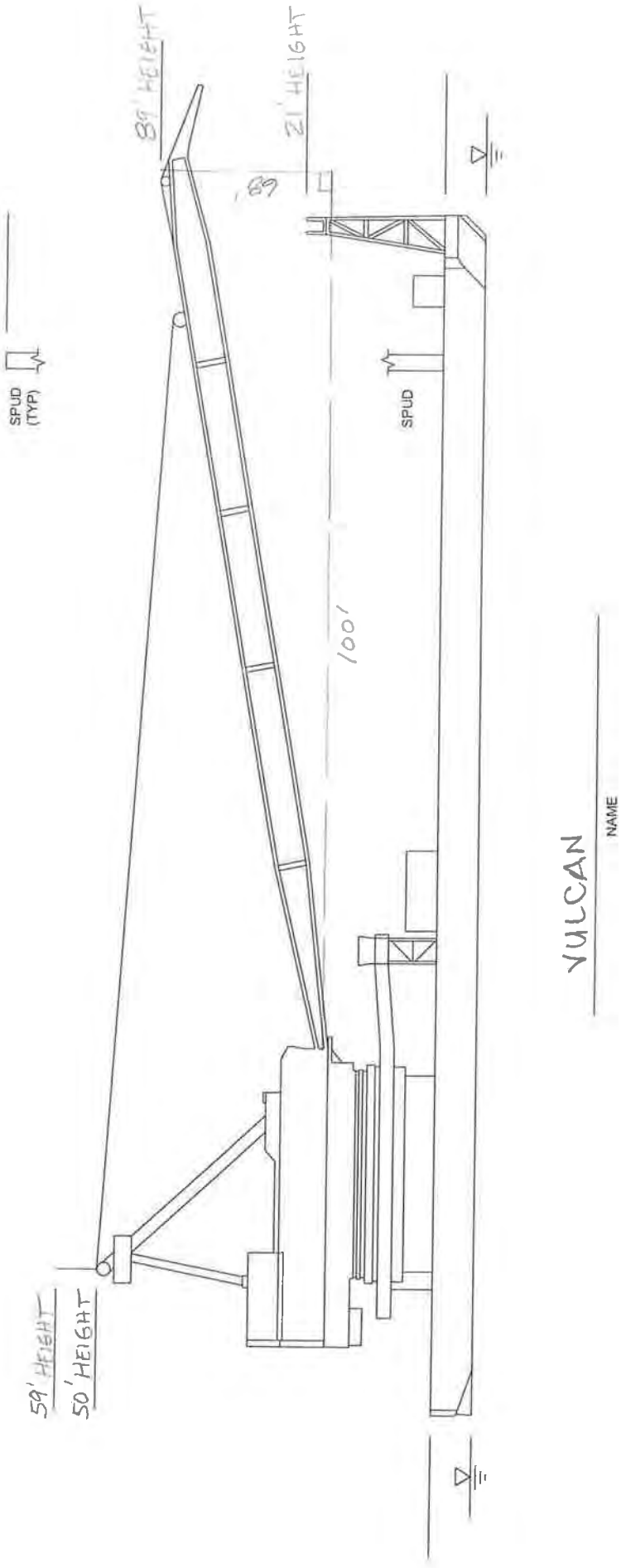
- Heavy Lifting
- Crane Service
- Salvage
- Pile Driving
- Clamshell Dredging
- Duty Cycle

DIVERSIFIED MARINE, INC.

PO Box 83723
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Portland OR 97283 USA

Phone: 503-289-2669
Fax: 503-289-2825
E-mail: kurt@dmipdx.com
Website: www.dmipdx.com

See more photos and videos of our equipment on our website.


89' HEIGHT
21' HEIGHT
89'
SPUD (TYP)
SPUD
100'
59' HEIGHT
50' HEIGHT
VULCAN
NAME
7-02-2012
DATE
DIVERSIFIED MARINE
LOCATION

Vessel Height Verification Sheet

By: Pete Geiger Date: 2 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Diversified Marine
   b. Name of contact: Kurt Redd
   c. Phone number (Office): [redacted] (Cell):
   d. Email: [redacted]
   e. Address: 1801 N Marine Drive City: Portland
      State: OR Zip code: 97217
2. Vessel
   a. ID: b. Name: DB Vulcan
   c. Type: Crane Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: Crane Up
   - What is the lowest height configuration for transport? Crane down at ~ 34 Degrees above horizontal

   b. What is the gantry configuration? Estimated gantry height: Not given
   c. Does the barge have spuds? No (Anchors Only)
   - Height above waterline for travel? N/A
   - Can the spuds be removed for travel? N/A
   - Work and cost involved in removing spuds? N/A
4. Vessel Location
   a. Where is the vessel currently located? Columbia River North Portland Harbor
   b. Is it working on a job? No Is it tied up to shore? Yes

Anytime just give him 1 day notice

Gantry Height:	65.9 feet
Water Level:	16.0 feet
Top of Boom:	Measured at travel angle (34 degrees off horizontal) = 104.6 feet
Height of Boom Hinge Pin:	37.0 feet
Boom Cradle:	Not Surveyed – Obscured by tugs
Top of Spud:	Not surveyed – No Spuds – Anchors Only

6. Vessel Height

Self-Reported (Top of Gantry)		Surveyed (Top of Boom)	
Air Draft:	58 feet (Top of Gantry)	Air Draft:	89 Feet (Top of Crane Boom)
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet	Water Level:	16 feet
Total Height:	84 feet	Total Height:	115 feet

7. History Notes

Date	Item
2/17/2012	Contacted by Megan Nelson
2/29/2012	Data sheet submitted
6/28/2012	Contacted by Pete Geiger for field measurement
7/2/2012	Field measured

Marine Contractors

Owner: Diversified Marine

Vessel: DMI 60

RAMP/SPUD BARGE "DMI60"



Dimensions:

- Length: 60'
- Length (Ramps extended): 80'
- Beam: 24'
- Depth: 4'
- Draft: 1'
- Spuds: 85' x 12"

Regulatory:

- Gross tonnage: GRT 48

Machinery:

- Two (2) Pullmaster 12,000# hydraulic winches (raise and lower spuds)
- Pullmaster M25 to power ramps
- 50 HP self-contained power unit with biodegradeable hydraulic oil

Capabilities:

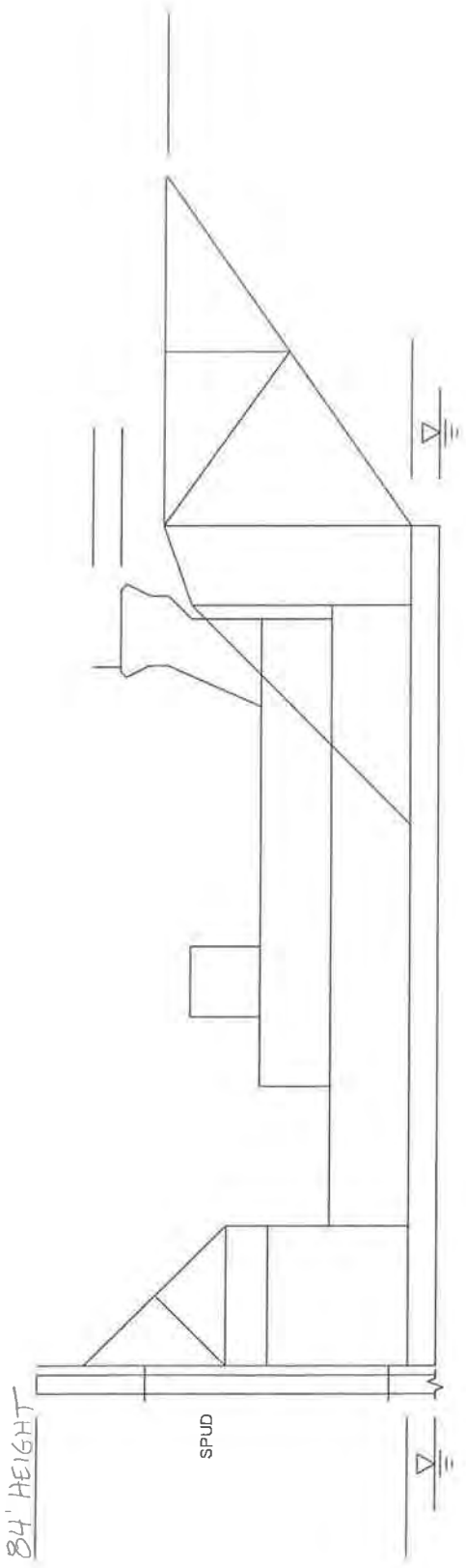
- Drilling support platform
- Salvage
- Floating Dock
- Bridge Inspections

DIVERSIFIED MARINE, INC.

PO Box 83723
(1801 N Marine Drive - 97217)
Portland OR 97283 USA

Phone: 503-289-2669
Fax: 503-289-2825
E-mail: kurt@dmipdx.com

See more photos and videos of our equipment on our website.


7-02-2012
DATE
DMI 60
NAME
84' HEIGHT
SPUD
DIVERSIFIED MARINE
LOCATION

Vessel Height Verification Sheet

By: Pete Geiger Date: 2 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Diversified Marine
   b. Name of contact: Kurt Redd
   c. Phone number (Office): [redacted] (Cell):
   d. Email: [redacted]
   e. Address: 1801 N Marine Drive City: Portland
      State: OR Zip code: 97217
2. Vessel
   a. ID: b. Name: DMI 60
   c. Type: Spud Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Spud Barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: Spuds Up
   - What is the lowest height configuration for transport? Spuds Up at 85 feet

   b. What is the gantry configuration? N/A Estimated gantry height: N/A

   c. Does the barge have spuds? Yes Center of Barge, either edge. One Spud currently down and one spud raised and pinned for survey
   - Height above waterline for travel? 85 Feet
   - Can the spuds be removed for travel? Only in very special circumstances when they travel far upriver on the Columbia
   - Work and cost involved in removing spuds? 4 hours each spud to re-install; need to tie up to a dock near the work area. Would need to be accompanied by a crane.

4. Vessel Location
   a. Where is the vessel currently located? Columbia River North Portland Harbor
   b. Is it working on a job? No Is it tied up to shore? Yes
   c. What is the best time to make a trip to the vessel? Anytime just give him 1 day notice

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	Not Surveyed – No Crane
Water Level:	16.0 feet
Top of Boom:	Not Surveyed – No Crane
Height of Boom Hinge Pin:	Not Surveyed – No Crane
Boom Cradle:	Not Surveyed – No Crane
Top of Spud:	100.2 Feet

6. Vessel Height

Self-Reported (Top of Spud)		Surveyed (Top of Spud)	
Air Draft:	85 feet (Top of Spud)	Air Draft:	84 Feet (Top of Spud)
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet	Water Level:	16 feet
Total Height:	111 feet	Total Height:	110 feet

7. History Notes

Date	Item
2/17/2012	Contacted by Megan Nelson
2/29/2012	Data sheet submitted
6/28/2012	Contacted by Pete Geiger for field measurement
7/2/2012	Field measured

Marine Contractors

Owner: Diversified Marine

Vessels: BRG22

Cougar

DMI 100

DMI 40

DMI 50

Mariner

MV Sandwick

Tiger

River User Data Sheet By:_____ Date: 2/17/12

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: DIVERSIFIED MARINE INC
   b. Name of contact: KURT REED
   c. Phone number (Office): [redacted] d. (Cell):_____
   e. Email: [redacted]
   f. Address: PO BOX 83723 (1801 N MARINE DR)
   g. City: PDX
   h. State: OR i. Zip code: 97283

3a. Vessel Name: SEE ATTACHED 3b. Vessel Type:_____

3c. US Coast Guard Document Number: _____

4a. Length Overall (LOA), feet:_____ 4b. Beam (width), feet:_____

5. Draft (depth of hull below waterline, fully laden), feet:_____
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 85
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 95' OR 10' ABOVE HIGHEST POINT
8. Frequency of one-way passage underneath I-5 main channel (typical per month):_____

   Jan 1 Feb 4 Mar 2 Apr 1 May 1 Jun 1 Jul 1 Aug 1 Sep 1 Oct 1 Nov 1 Dec 1
9. Frequency of one-way passage underneath I-5 main channel (other historic events):____
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan 15 Feb 15 Mar 15 Apr 15 May 15 Jun 15 Jul 15 Aug 15 Sep 15 Oct 15 Nov 15 Dec 15
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): OFTEN WE USE BRIDGE DAILY DEPENDING ON WORK FLOW. IT VARIES

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy?

13. Other miscellaneous

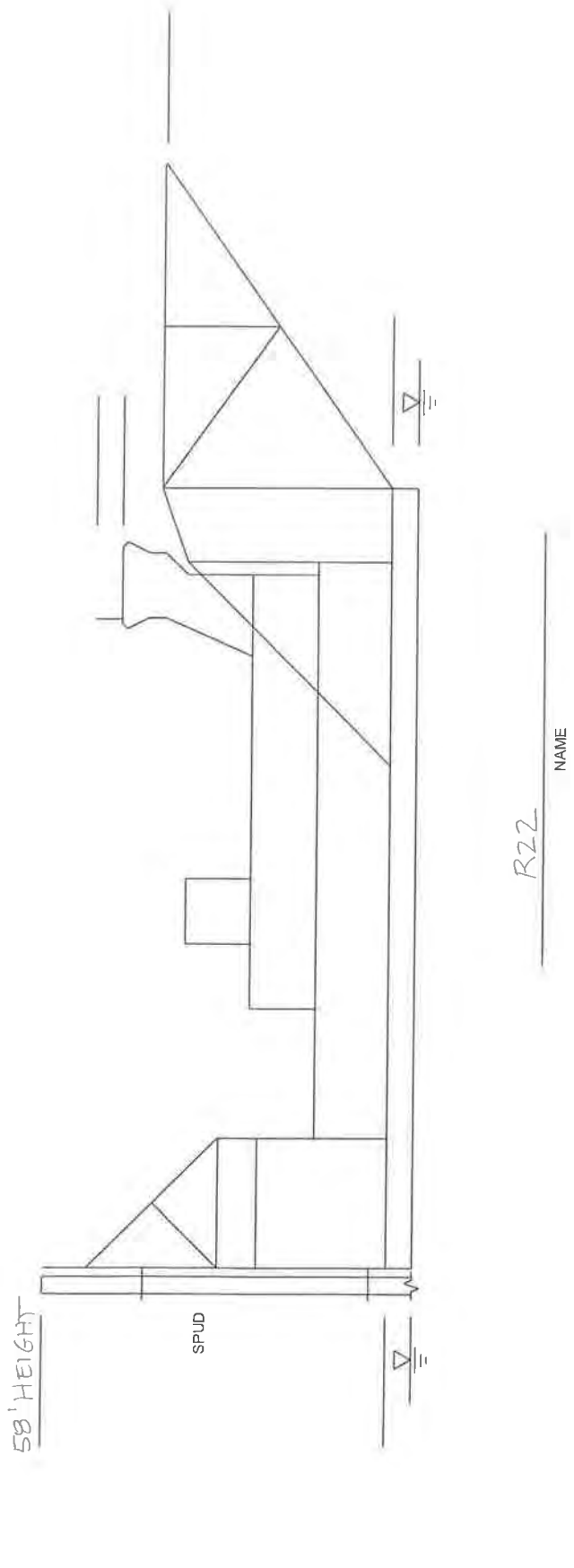
NORTH PORTLAND HARBOR BRIDGE IS "CRITICAL" TO OUR BUSINESS!

DIVERSIFIED MARINE, INC.
PO Box 83723
Portland OR 97283-0723
Phone (503) 289-2669
Fax (503) 289-2825
Email: DMI83723@aol.com
www.DiversifiedMarineInc.com

Feb, 17th 2012

Marine equipment list

	Capacity	Size
Derrick barges:		
DB Freedom	125 Ton	60′ x 155′ x 5′ draft (85′ tall spuds)
DB Vulcan	60 Ton	45′ x 101′ x 5′ draft (Bridge clearance 58′)
DB Lucy	25 Ton	35′ x 125′ (85′ tall spuds)
Barges:		
DMI 60	60,000#	26′ x 80′ Ramp barge with spuds x 85′ Tall
BMC 44	500 Ton	36′ x 208 Spud barge x 80′ tall
DMI 100	300 ton	60′ x 100′ Spud barge x 60′ tall
DMI 40	15 Ton	12′ x 40′ work barge
DMI 50	60,000#	26′ x 60′ Ramp barge with spuds x 60′ tall
Tugs:		
Tiger	1600 HP	18′ x 65′ x 6′ draft (Bridge clearance required 38′)
Cougar	1200 HP	22′ x 65′ x 6′ draft (Bridge clearance required 50′)
Mariner	1800 HP	25′ x 75′ x 10′ draft (Bridge clearance required 45′)
Utility:		
MV Sandwick	1050 HP	25′ x 78′ x 5′ draft Landing craft


7-02-2012
DATE
R22
NAME
58' HEIGHT
SPUD
DIVERSIFIED MARINE
LOCATION

Vessel Name	Owner	Antenna Elev (ft)	Mast Elev (ft)	Spud Elev (ft)	Boom Crane Elev (ft)	Gantry Elev (ft)	Pivot Pt Elev (ft)	Cradle Elev (ft)	Water Elev (ft)	Height Above Water (ft)
Make It So			103.7						17.0	87
		106.9							17.0	90
Wakadui	Todd Hilbelink		80.1						17.0	63
		82.8							17.0	66
DMI 60	Diversified Marine			100.2					16.0	84
Lucy	Diversified Marine				89.3				16.0	73
Freedom	Diversified Marine					77.3			16.0	61
							39.1		16.0	23
								42.9	16.0	27
					201.4				16.0	185
Vulcan	Diversified Marine					65.9			16.0	50
		74.8							16.0	59
					104.6				16.0	89
							37.0		16.0	21
R22	Diversified Marine			73.8					15.8	58
BMC44	Diversified Marine			93.5					15.8	78
				73.5					15.8	58
				75.3					15.8	60
Nancy Riley	McClure Loving Trust		86.1						17.8	68
		88.6							17.8	71

Vessel Height Verification Sheet

By: Pete Geiger Date: 2 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Diversified Marine
   b. Name of contact: Kurt Redd
   c. Phone number (Office): [redacted] (Cell):
   d. Email: [redacted]
   e. Address: 1801 N Marine Drive City: Portland
      State: OR Zip code: 97217
2. Vessel
   a. ID: b. Name: BRG 22
   c. Type: Spud Barge d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Spud Barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: Spuds Raised; being pushed by tug
   - What is the lowest height configuration for transport? Spuds Up at 60 feet

   b. What is the gantry configuration? N/A Estimated gantry height: N/A

   c. Does the barge have spuds? Yes three. Center at either side and one at stern end at corner. Middle spuds dropped/set into riverbed and corner spud raised and pinned

   - Height above waterline for travel? 60 Feet
   - Can the spuds be removed for travel? Only in very special circumstances when they travel far upriver on the Columbia
   - Work and cost involved in removing spuds? 4 hours each spud to re-install; need to tie up to a dock near the work area. Would need to be accompanied by a crane.

4. Vessel Location
   a. Where is the vessel currently located? Columbia River North Portland Harbor, tied up to dolphins about ¼ mile downstream of Diversified Marine's Facility
   b. Is it working on a job? No Is it tied up to shore? Yes
   c. What is the best time to make a trip to the vessel? Anytime just give him 1 day notice

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	Not Surveyed – No Crane
Water Level:	15.8 feet
Top of Boom:	Not Surveyed – No Crane
Height of Boom Hinge Pin:	Not Surveyed – No Crane
Boom Cradle:	Not Surveyed – No Crane
Top of Spud:	73.8 Feet

6. Vessel Height

Self-Reported (Top of Spud)		Surveyed (Top of Spud)	
Air Draft:	60 feet (Top of Spud)	Air Draft:	58 Feet (Top of Spud)
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet	Water Level:	16 feet
Total Height:	86 feet	Total Height:	84 feet

7. History Notes

Date	Item
2/17/2012	Contacted by Megan Nelson
2/29/2012	Data sheet submitted
6/28/2012	Contacted by Pete Geiger for field measurement
7/2/2012	Field measured

SPUD BARGE "BRG22"



Dimensions:

- Length: 160'
- Length 40'
- Depth: 9'
- Spuds: Three (3) - 60' x 20"

Regulatory:

- Gross tonnage: GRT 406

Machinery:

- Two deck winches

Capabilities:

- Transport
- Salvage
- Floating Dock
- Construction support

DIVERSIFIED MARINE, INC.

PO Box 83723
(1801 N Marine Drive - 97217)
Portland OR 97283 USA

Phone: [redacted]
Fax: [redacted]
E-mail: [redacted]

See more photos and videos of our equipment on our website.

Marine Contractors

Company: The Dutra Group

Vessels:

- Derrick 24
- Paula Lee

Company did not respond to IBR request. Information below was included in the CRC NIR.

Marine Contractors

Owner: The Dutra Group

Vessel: Derrick 24

PB 100 YEARS

Telephone Conversation Memorandum

project: CRC - Data Verification job no. 80312 CS (use complete number) date: 7/3/12

from: Ralph Petereit talked to: Chris Petersen

indicate department, field office, etc., "for in-house" calls.
indicate agency or firm for other than "in-house" calls.

item discussed: Dutra Dredging Marine Equipment

information obtained: Dutra has 2 large derrick barges, the Paula Lee and Derrick 24. The Paula Lee has an 80' height and the Derrick 24 has a 70' height. This includes a few feet of clearance. Both barges are currently working in Southern California. To get to the Columbia River they would remove the spuds and lay them down on deck for travel up the coast. When they had a job in Lewiston they had to remove the A-frame / gantry and the height became 52'.

The ~~heir~~ highest point on both barges is the top of the A-frame / gantry. The boom lays flat and rests in a cradle. He has full size drawings that he can make copies of and send me. DB 24 has been to Lewiston twice. (1991+?)

Chris is currently in a Dr. Appointment and will call me back.

action required: Follow-up call to obtain drawings. Call Steve Lee in the equipment department.

distribution:

by: R. Petereit

The Derrick 24 (same name as Mansons Derrick 24 but they are different) has the following dimensions.

Width = 54 ft + tires
Length = 150 ft
Draft (light) = 5 ft
Draft (heary) = 9 ft
Distance between deck and A-frame = 60 ft 10 in
Hull height = 13 ft

The A-frame is the highest point on the derrick barge while being towed.

The Pavla Lee has the following dimensions

Width = 68 feet + tires
Length = 250 ft
Boom length = 140 ft
Draft (light) = 5 ft
Draft (heary) = 10 ft
Hull height = 15 ft
Distance between deck and top of A-frame = 70 ft

As with the DB 24, the A-frame is the highest point on the derrick barge while it is being towed.

Marine Contractors

Owner: The Dutra Group

Vessel: Paula Lee

No image available

Columbia River CROSSING



River User Data Sheet

By: Ralph Petereit Date: 2/23/2012

1. Company Name and/or Owner of Vessel and contact information

Name of company: Dutra Group

Name of contact: Chris Peterson

Phone number (Office): [redacted] (Cell):

Email: [redacted]

Address: 2350 Kerner Blvd., Suite 200

City: San Rafael State: CA Zip code: 94901

3a. Vessel Name: Paula Lee **3b. Vessel Type:** floating crane

3c. US Coast Guard Document Number: 649607

4a. Length Overall (LOA), **feet:** 250 **4b. Beam** (width), **feet:** 68

5. Draft (depth of hull below waterline, fully laden), **feet:**

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), **feet:**

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge):

8. Frequency of one-way passage underneath I-5 main channel (typical per month): N/A

Jan ___ **Feb** ___ **Mar**___ **Apr**___ **May**___ **Jun**___ **Jul**___ **Aug**___ **Sep**___ **Oct**___ **Nov**___ **Dec**___

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): N/A

Jan ___ **Feb** ___ **Mar**___ **Apr**___ **May**___ **Jun**___ **Jul**___ **Aug**___ **Sep**___ **Oct**___ **Nov**___ **Dec**___

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

12. Do you have a Business Plan (e.g. 10 or 20 year plan)?

What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)?

May we have a copy?

13. Other miscellaneous Chris stated that if we have information on General Const. Co or Manson Construction Co, that the Paula Lee would have similar navigation requirements The Paula Lee participated in the 2010 Columbia River Dredging Project downriver of the I-5 Bridge

PB 100 YEARS

Telephone Conversation Memorandum

project: CRC - Data Verification job no. 80312 CS (use complete number) date: 7/3/12

from: Ralph Petereit talked to: Chris Petersen

indicate department, field office, etc., "for in-house" calls.
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distribution:

by: R. Petereit

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Length = 250 ft
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Draft (light) = 5 ft
Draft (heary) = 10 ft
Hull height = 15 ft
Distance between deck and top of A-frame = 70 ft

As with the DB 24, the A-frame is the highest point on the derrick barge while it is being towed.

Marine Contractors

Company: General Construction Company

Vessels:

- DB General
- DB Alameda
- DB Oakland
- DB Olympia
- DB Pacific
- DB Seattle

Company confirmed the information provided during the CRC NIR is still accurate (email confirmation included below). Vessel details that follow were included in the CRC NIR.

From: geoff.owen <[redacted]>
Sent: Tuesday, October 15, 2024 1:40 PM
To: Raymond Mabey <[redacted]>
Cc: Frank Green <[redacted]>; geoff.owen <[redacted]>
Subject: RE: [External]IBR and DB General

Ray –

We appreciate the opportunity to discuss with the IBR team the potential impact to the DB General and the 116' clearance.

It is feasible that the DB General, if needed upriver of the new Interstate Bridge, could be done with minimal or no impact. Kiewit Infrastructure is not seeking any compensation for deferred impacts as a result of the new bridge.

Please contact me should you have any questions.

Sincerely,

Geoff Owen

From: Raymond Mabey <[redacted]>
Sent: Wednesday, October 9, 2024 3:22 PM
To: geoff.owen <[redacted]>
Cc: Frank Green <[redacted]>
Subject: [External]IBR and DB General

Hi Geoff,

Thanks for the conversation on Tuesday this week about the DB General.

As we discussed, the IBR team had flagged the vessel as potentially impacted by a proposed bridge height of 116' from zero CRD. The IBR team worked with Kiewit and determined that it's feasible for the vessel to transit under the proposed bridge by adjusting the ballast. The Kiewit team estimated the ballast adjustment effort per transit at approximately $23k.

As I recall, you shared that Kiewit hasn't ever taken the vessel upriver from the current I-5 Columbia River Bridges and has no plans to. If an upriver project arises that might need the DB General Kiewit

would add the ballast adjustment cost into their bid.

I asked for an email confirming that determination. You were going to validate this position internally with Kiewit execs and, as a minimum, call me with that determination.

Does this accurately capture our conversation?

Thanks!

Ray

Ray Mabey, PE
Assistant Program Administrator
Interstate Bridge Replacement Program

C: [redacted]
E: [redacted]
interstatebridge.org

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-LAEmHhHzdJzBlTWfa4Hgs7pbKI

From: Brian Carrico
To: Nicole McDermott
Subject: Fw: Interstate Bridge Program
Date: Thursday, September 23, 2021 11:36:04 AM
Attachments: image002.png
image003.png
image004.png
image005.png

From: Kent.Boden <[redacted]>
Sent: Thursday, September 23, 2021 11:23 AM
To: Brian Carrico <[redacted]>
Cc: Todd.Wille <[redacted]>
Subject: Interstate Bridge Program

Hello Brian, there are three vessels no longer in service; the Beaver, Tacoma, and Anchorage. The remainder of the information is accurate. Please feel free to call me if you have any questions.

Kiewit
Infrastructure Group

Kent Boden
Pursuits Manager, Kiewit Bridge & Marine

Kiewit Infrastructure West Co.
2200 Columbia House Blvd, Vancouver, WA 98661
[redacted] (P) [redacted] (C)
Kiewit.com An Equal Opportunity Employer

From: Brian Carrico <[redacted]>
Sent: Thursday, September 23, 2021 9:17 AM
To: Kent.Boden <[redacted]>
Subject: [EXTERNAL] Interstate Bridge Program

Kent - Thanks for taking my call today. Attached is the information submitted for the CRC program back in 2012. We would appreciate a review of this information to confirm that it remains accurate. We would especially want to know if any of the specifications have changed, if any of the fleet are no longer in service, if other vessels should be considered and whether you have any planned or potential projects that would result in the need to transit through the I-5 bridge area.

Feel free to contact me with any questions.

Brian

Brian Carrico
Interstate Bridge Replacement Program
Environmental Program
O: [redacted] | **C:** [redacted]
E: [redacted]
interstatebridge.org



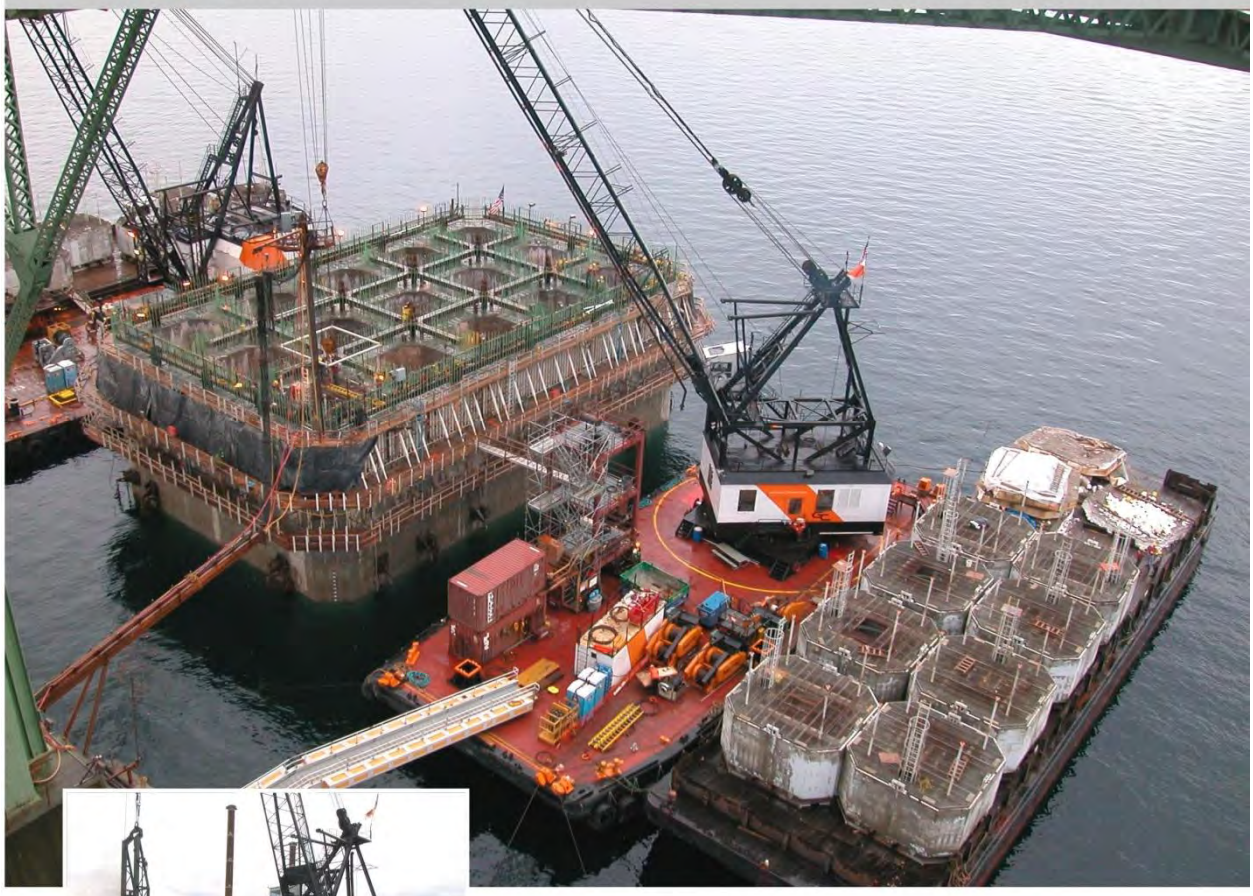
Marine Contractors

Owner: General Construction

Vessel: D.B. Alameda

GENERAL CONSTRUCTION COMPANY

D.B. ALAMEDA
100 TON FLOATING CRANE





CAPABILITIES

- Piledriving
- Duty Cycle
- Clamshell Dredging
- Heavy Lifting
- Crane Service

SPECIFICATIONS

- Main Crane: Dravo-Wellman 413D
- Capacities: 100 tons @ 55′ radius over stern
  80 tons @ 50′ radius fully revolving
  30 tons @ 120′ radius 2-line whip
  15 tons @ 160′ single whip
- Boom: 160′ to main fall
- Barge Size: 142′ x 58′ x 12′
- Classification: USCG
- Draft (std.): 5′-10″
- Spuds: Two 28″ square x 90′ long
- Bunkers: 6,500 gallons diesel fuel

© 2007 General Construction Company, 19472 Powder Hill Place N.E., Poulsbo, WA 98370 ♦ Phone (360) 779-3200 ♦ Fax (360) 779-3132
Please contact Pat Boyd-Equipment Manager at (206) 938-6758 or pat.boyd@kiewit.com for load charts, deck configuration, and availability.
www.generalconstructionco.com

NOTE: BREADTH DOES NOT INCLUDE FENDERS. DEPTH = DRAFT + FREEBOARD

		Official Number	Length	Breadth	Depth	Gross Tonnage
Floating Cranes						
53-0705	DB Tacoma, 37 ton	505025	150	44	9.5	557
53-0706	DB Olympia, 80 ton	1027118	150	60	10	756
53-0707	DB Beaver, 98 ton	602235	115.9	52	8.8	577
53-0732	DB Columbia, 125 ton	1048155	141	58	13	893
53-0733	DB Seattle, 165 ton	547079	152	70	11.6	1158
53-0734	DB Oakland Dredge	1089113	140	70	12	987
53-0738	DB Vancouver, 130 ton	587032	210	60	13.1	1487
53-0739	DB Pacific, 165 ton	653245	250	72	13.7	2114
53-0737	DB Los Angeles, 300 ton	1047575	210	68	15	1799
53-0736	DB General, 700 ton	1042279	288	100	18	4040
53-0755	DB Anchorage 75 ton	CG599745	120	50	9.1	
53-0754	DB Alameda 65 ton	1075264	142	58	12	830
Spud Barges						
53-0679	GC-26 Spud Barge	CG007597	119.5	43	9	
53-0544	Kiewit Pacific Barge	1041180	153.6	60	12	928
53-0830	Jeanne Barge	503792	164.9	50	12.1	731
53-0680	Burrard Barge	CG051637	116	51.6	10	
Dump Barges						
53-0704	Pt. Basalt Dump Barge, 1375 CY	597335	180	50	13.5	1086
53-0750	Pt. Defiance Dump Barge, 1375 CY	661902	180	50	14	1083
53-0756	Pt. No Point Dump Barge, 2000 CY	505209	217	43.1	15.4	1288
53-0749	Pt. Vashon Dump Barge, 1375 CY	605636	180	50	12	957
Small Flat Deck Barges						
53-0700	Longview Barge	UNDOC.	65	25	5	
53-0763	GC 20 Flat Barge	1172636	85	26	4.5	83
53-0681	GC 25 Flat Barge	UNDOC.	110	30	8	
53-0682	GC 28 Flat Barge	1140218	110	35	8	258
53-0685	GC 31 Flat Barge	1140219	110	32	8	236
53-0742	GC 34 Flat Barge	1140217	110	35	8	258
53-0743	GC 35 Flat Barge	1140215	110	35	8	258
53-0744	GC 36 Flat Barge	1140213	110	32	8	236
53-0745	GC 37 Flat Barge	1140212	110	35	6	194
53-0764	GC 39 Flat Barge	1172640	110	30	8	221
53-0854	GC 40 Flat Barge	1172646	110	32	8	236
53-0855	GC 41 Flat Barge	1172650	110	32	8	236
Large Flat Deck Barges						
53-0686	GC-101 Flat Barge	522512	164.1	50.1	10.2	745
53-0687	GC-102 Flat Barge	522513	164.1	50.1	10.2	745
53-0688	GC-103 Flat Barge	523820	164.1	50.1	10.2	745
53-0689	GC-104 Flat Barge	523821	164.1	50.1	10.2	745
53-0690	GC-120 Flat Barge	558616	159.6	50	12.4	902
53-0691	GC-121 Flat Barge	557752	159.6	50.5	12.4	902
53-0693	GC-151 Flat Barge	508395	150	42	11.3	586
53-0694	GC-152 Flat Barge	507931	150	42	9.3	523
53-0759	GC-155 Flat Barge	294820	150.3	42.1	10.5	607
53-0858	GC-156 Flat Barge	508468	144	48	10	479
53-0859	GC-160 Flat Barge	297320	160.1	43.6	10.2	607
53-0698	GC-173 Flat Barge	298614	178	50	11.6	946
53-0857	GC-175 Flat Barge	278799	170.2	44	11.6	806
53-0752	GC-180 Flat Barge	503956	180	45.1	11.5	768
53-0765	CG-181 Flat Barge	273546	175	60	9	793
53-0801	GC-183 Flat Barge	502560	180	44.1	16.2	1095
53-0821	GC-184 Flat Barge	508544	178	50	11.6	946
53-0829	GC-185 Flat Barge	561206	180	50	11.3	945
53-0699	GC-191 Flat Barge	288082	189.5	44	13.5	1027
53-0748	GC-192 Flat Barge	542082	178.1	50	12	1097
53-0692	GC-205 Flat Barge	503698	210	54	14.3	1341
53-0263	KP-202 Barge	504019	200	45	14	1056
53-0266	KP-203 Barge	504480	200	45	14	1050

Columbia River CROSSING



River User Data Sheet

By: RALPH PETEREIT Date: 2/27/2012

1. Company Name and/or Owner of Vessel and contact information

Name of company: GENERAL CONSTRUCTION CO.

Name of contact: PAT BOYD - EQUIPMENT MANAGER

Phone number (Office): [redacted] (Cell): [redacted]

Email: [redacted]

Address: 3838 W. MARGINAL WAY SW

City: SEATTLE State: WA Zip code: 98106

3a. Vessel Name: D.B. ALAMEDA **3b. Vessel Type:** FLOATING CRANE/ DERRICK BARGE

3c. US Coast Guard Document Number:

4a. Length Overall (LOA), **feet:** 142 **4b. Beam** (width), **feet:** 61.5

5. Draft (depth of hull below waterline, fully laden), **feet:** 6

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), **feet:** 71

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 5-10

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? NOT AVAILABLE

What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)?

May we have a copy?

13. Other miscellaneous

Vessel Height Verification Sheet

By: Ralph Petereit Date: July 10, 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: General Construction Co.
   b. Name of contact: Pat Boyd – Equipment Manager
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 3838 W. Marginal Way City: Seattle
      State: WA Zip code: 98106
2. Vessel
   a. ID: b. Name: DB Alameda
   c. Type: Crane Barge d. USCG Document Number: 1075264
3. Vessel Configuration
   a. Identify vessel configuration: Crane barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: Yes
   - What is the lowest height configuration for transport? 71 ft 2 in.

   b. What is the gantry configuration? Pinned Estimated gantry height: 71 ft 2 in

   c. Does the barge have spuds? Yes
   - Height above waterline for travel? Gantry height
   - Can the spuds be removed for travel? Yes
   - Work and cost involved in removing spuds? ½ - full day
4. Vessel Location
   a. Where is the vessel currently located? Portland
   b. Is it working on a job? Yes – Tri Met Bridge Is it tied up to shore? No
   c. What is the best time to make a trip to the vessel? NA

5. Measurements from Spec Sheet

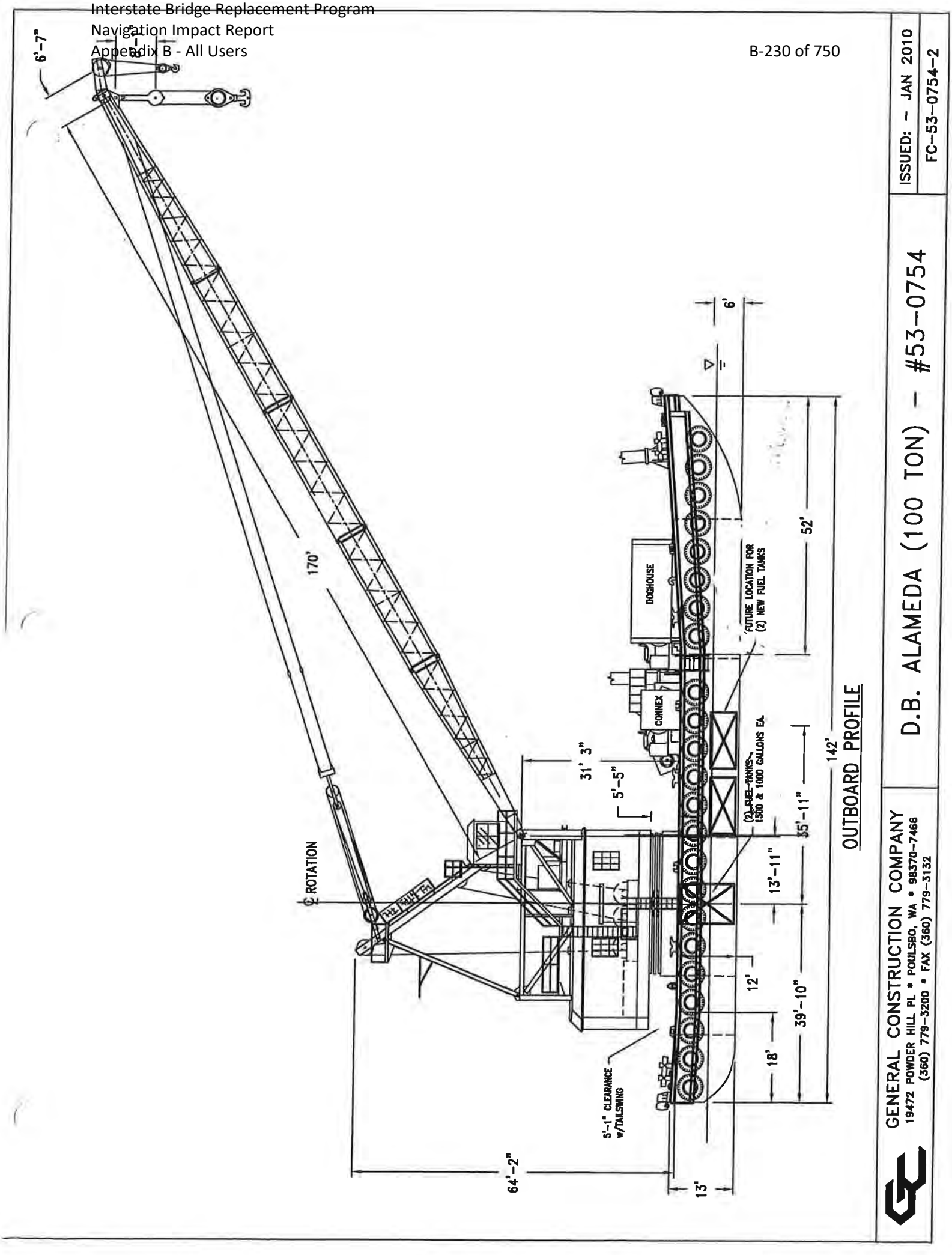
Gantry Height:	71 ft 2 in
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	

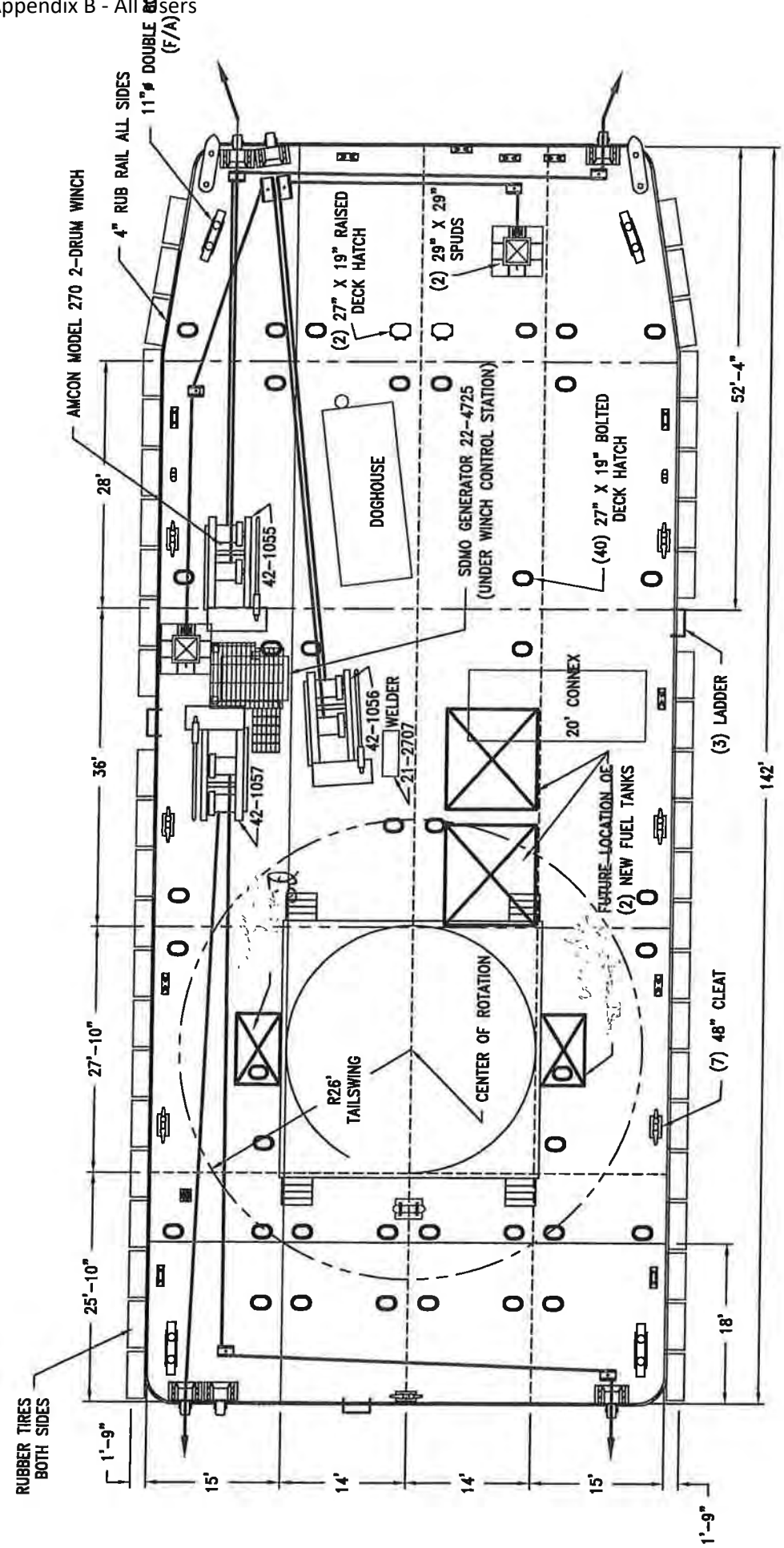
6. Vessel Height

Self-Reported		From Spec Sheet	
Air Draft:	71 ft	Air Draft:	71 ft 2 in
Air Gap:	5 – 10 ft	Air Gap:	10 ft
Water Level:	16	Water Level:	16
Total Height:	97 ft	Total Height:	97 ft 2 in

7. History Notes

Date	Item
6/29/2012	Contacted Pat Boyd- Equipment Manager
7/10/2012	Visited Yard to confirm vessel locations and heights


6'-7"
5'-6"
170'
ROTATION
DOGHOUSE
CONNEX
FUTURE LOCATION FOR
(2) NEW FUEL TANKS
(2) FUEL TANKS
1500 & 1000 GALLONS EA.
6'
52'
31' 3"
5'-5"
55'-11"
142'
13'-11"
12'
39'-10"
18'
5'-1" CLEARANCE
W/TAILSWING
64'-2"
13'
OUTBOARD PROFILE
D.B. ALAMEDA (100 TON) - #53-0754
GENERAL CONSTRUCTION COMPANY
19472 POWDER HILL PL * POULSBO, WA * 98370-7466
(360) 779-3200 * FAX (360) 779-3132
ISSUED: - JAN 2010
FC-53-0754-2



GENERAL CONSTRUCTION COMPANY
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(360) 779-3200 * FAX (360) 779-3132

D.B. ALAMEDA (100 TON) - #53-0754

ISSUED: - JAN 2010
FC-53-0754-3

GENERAL CONSTRUCTION COMPANY

D.B. GENERAL

700 TON FLOATING CRANE





SPECIFICATIONS

- Main Crane: Clyde 52
- Capacities: 700 tons @ 70′ radius over the stern
  500 tons @ 70′ radius fully revolving
  40 tons @ 243′ radius (auxiliary)
  25 tons @ 257′ radius (whip)
- Boom: 200′ to main fall (260′ available)
  230′ to auxiliary line (290′ available)
  245′ to whip line (305′ available)
- Barge Size: 300′ x 100′ x 18′
- Classification: ABS+A1, USCG
- Draft (std.): 8′-0″
- Spuds: Two 48″Ø x 90′ long
- Anchors: 6-point moorage
- Deck Loading: 2,000 psf uniform
- Bunkers: 50,000 gallons diesel fuel
  310,000 gallons fresh water

CAPABILITIES

- Heavy Lifting
- Piledriving
- Offshore Construction & Service
- Duty Cycle – Dredging
- Pipe Lay

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Please contact Pat Boyd-Equipment Manager at (206) 938-6758 or pat.boyd@kiewit.com for load charts, deck configuration, and availability.
www.generalconstructionco.com

Columbia River CROSSING



River User Data Sheet

By: RALPH PETEREIT Date: 2/27/2012

1. Company Name and/or Owner of Vessel and contact information

Name of company: GENERAL CONSTRUCTION CO.

Name of contact: PAT BOYD - EQUIPMENT MANAGER

Phone number (Office): [redacted] (Cell): [redacted]

Email: [redacted]

Address: 3838 W. MARGINAL WAY SW

City: SEATTLE State: WA Zip code: 98106

3a. Vessel Name: D.B. GENERAL **3b. Vessel Type:** FLOATING CRANE/ DERRICK BARGE

3c. US Coast Guard Document Number:

4a. Length Overall (LOA), **feet:** 300 **4b. Beam** (width), **feet:** 105.8

5. Draft (depth of hull below waterline, fully laden), **feet:** 8

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), **feet:** 93

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 5 - 10

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): NONE

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? NOT AVAILABLE

What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? NOTHING IN THE WORKS FOR ANYTHING LARGER THAN THIS BARGE.

May we have a copy?

13. Other miscellaneous THIS IS GENERAL'S / KIEWIT'S LARGEST CRANE BARGE. IT HAS GONE UNDER THE BRIDGE TO TAKE THE CRANE OFF THE DAVY CROCKET MANY YEARS AGO, AS WELL AS SOME PICKS UP AT THOMSEN METAL FAB. - BUT CAN'T REMEMBER WHEN

Provided by Kiewit

River User Data Sheet By:_____ Date:_____

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: GENERAL CONSTRUCTION COMPANY
   b. Name of contact: _____
   c. Phone number (Office):_____ d. (Cell):_____
   e. Email:_____
   f. Address: 33455 6TH AVE S.
   g. City: FEDERAL WAY
   h. State: WA i. Zip code: 98003

3a. Vessel Name: D.B. GENERAL 3b. Vessel Type: CRANE BARGE

3c. US Coast Guard Document Number: 1042279

4a. Length Overall (LOA), feet: 288.0 4b. Beam (width), feet: 100.0

5. Draft (depth of hull below waterline, fully laden), feet: 8'
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 93'
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 10'
8. Frequency of one-way passage underneath I-5 main channel (typical per month):_____

   Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___
9. Frequency of one-way passage underneath I-5 main channel (other historic events):____
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):_____

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy?
13. Other miscellaneous

Vessel Height Verification Sheet

By: Ralph Petereit Date: July 10, 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: General Construction Co.
   b. Name of contact: Pat Boyd – Equipment Manager
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 3838 W. Marginal Way City: Seattle
      State: WA Zip code: 98106
2. Vessel
   a. ID: b. Name: DB General
   c. Type: Crane Barge d. USCG Document Number: 1042279
3. Vessel Configuration
   a. Identify vessel configuration: Crane barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: Yes
   - What is the lowest height configuration for transport? 93 ft

   b. What is the gantry configuration? Pinned Estimated gantry height: 93 ft

   c. Does the barge have spuds? Yes
   - Height above waterline for travel? Gantry height
   - Can the spuds be removed for travel? Yes
   - Work and cost involved in removing spuds? ½ - full day
4. Vessel Location
   a. Where is the vessel currently located? Terminal 105 – Doing day jobs in the Puget Sound Region
   b. Is it working on a job? Yes Is it tied up to shore? Depends on the day
   c. What is the best time to make a trip to the vessel? Need to call for daily schedule

5. Measurements from Spec Sheet

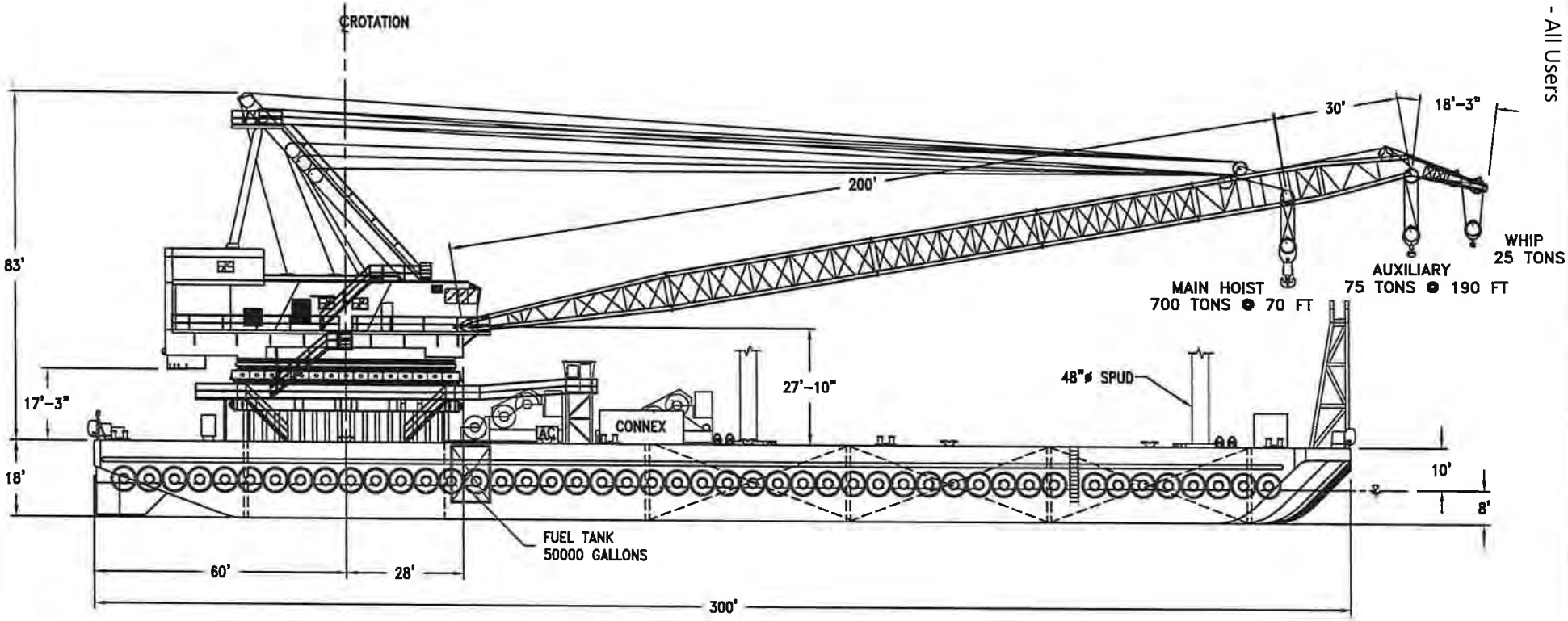
Gantry Height:	93 ft
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	

6. Vessel Height

Self-Reported		From Spec Sheet	
Air Draft:	93 ft	Air Draft:	93 ft
Air Gap:	5 – 10 ft	Air Gap:	10 ft
Water Level:	16	Water Level:	16
Total Height:	119 ft	Total Height:	119 ft

7. History Notes

Date	Item
6/29/2012	Contacted Pat Boyd- Equipment Manager
7/10/2012	Visited Yard to confirm vessel locations and heights



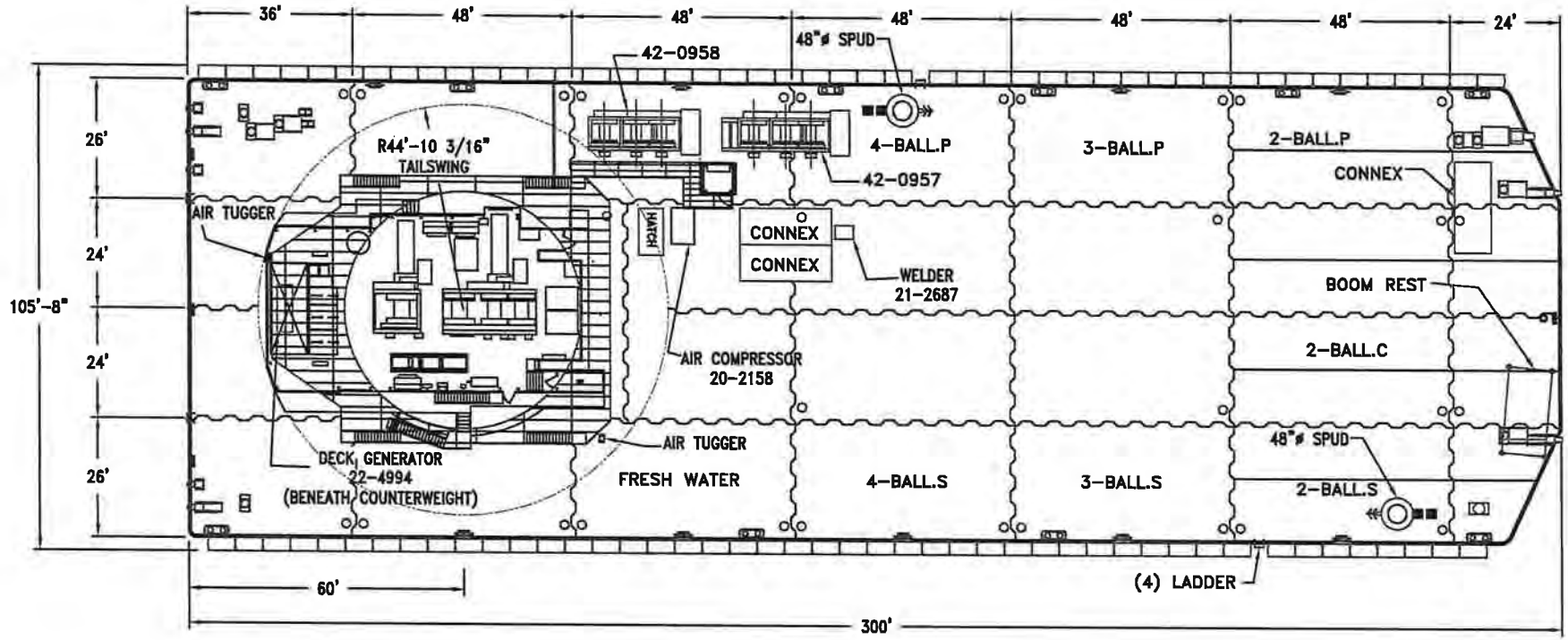
OUTBOARD PROFILE

GENERAL CONSTRUCTION COMPANY
19472 POWDER HILL PL * POULSBO, WA * 98370-7466
(360) 779-3200 * FAX (360) 779-3132

D.B. GENERAL (700 TON) - #53-0736

ISSUED: JAN 2010

FC-53-0736-2



DECK PLAN

GENERAL CONSTRUCTION COMPANY
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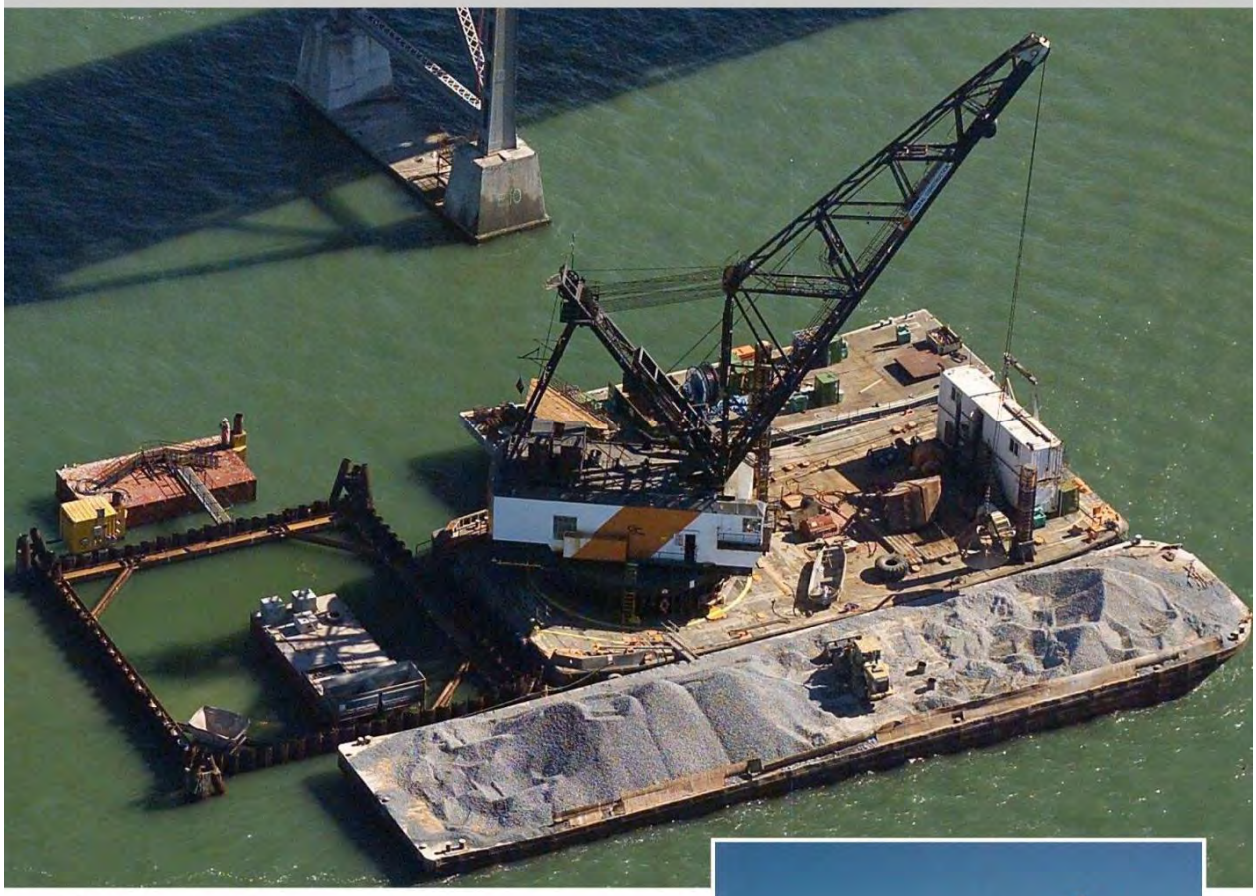
D.B. GENERAL (700 TON) - #53-0736

ISSUED: JAN 2010
FC-53-0736-3

GENERAL CONSTRUCTION COMPANY

D.B. OAKLAND

60 TON FLOATING CRANE



SPECIFICATIONS

- Main Crane: Dravo
- Power: Diesel or electric shore power
- Capacities: 60 tons @ 105′ radius duty-cycle
  25 tons @ 125′ radius duty-cycle
- Clamshell: 27 CY Atlas environmental bucket
  14 CY Hawco heavy digging bucket
- Boom: 120′ fixed bridge boom
- Barge Size: 140′ x 70′ x 12.5′
- Classification: USCG
- Draft (std.): 4′-0″
- Spuds: Two 36″ square x 90′ long
- Deck Loading: 1,000 psf uniformly distributed
- Bunkers: 10,000 gallons diesel fuel



CAPABILITIES

- Clamshell Dredging
- Jetties & Breakwaters
- Crane Service

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www.generalconstructionco.com

Columbia River CROSSING



River User Data Sheet

By: RALPH PETEREIT Date: 2/27/2012

1. Company Name and/or Owner of Vessel and contact information

Name of company: GENERAL CONSTRUCTION CO.

Name of contact: PAT BOYD - EQUIPMENT MANAGER

Phone number (Office): [redacted] (Cell): [redacted]

Email: [redacted]

Address: 3838 W. MARGINAL WAY SW

City: SEATTLE State: WA Zip code: 98106

3a. Vessel Name: D.B. OAKLAND **3b. Vessel Type:** FLOATING CRANE/ DERRICK BARGE

3c. US Coast Guard Document Number:

4a. Length Overall (LOA), **feet:** 140 **4b. Beam** (width), **feet:** 70

5. Draft (depth of hull below waterline, fully laden), **feet:** 6

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), **feet:** 84.9

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 5-10

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? NOT AVAILABLE

What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)?

May we have a copy?

13. Other miscellaneous

Vessel Height Verification Sheet

By: Ralph Petereit Date: July 10, 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: General Construction Co.
   b. Name of contact: Pat Boyd – Equipment Manager
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 3838 W. Marginal Way City: Seattle
      State: WA Zip code: 98106
2. Vessel
   a. ID: b. Name: DB Oakland
   c. Type: Crane Barge d. USCG Document Number: 1089113
3. Vessel Configuration
   a. Identify vessel configuration: Crane barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: Yes
   - What is the lowest height configuration for transport? 78 ft 10 in

   b. What is the gantry configuration? Pinned Estimated gantry height: 78 ft 10 in

   c. Does the barge have spuds? Yes
   - Height above waterline for travel? Gantry height
   - Can the spuds be removed for travel? Yes
   - Work and cost involved in removing spuds? ½ - full day
4. Vessel Location
   a. Where is the vessel currently located? In the yard, going to Bangor July 23rd.
   b. Is it working on a job? No Is it tied up to shore? Yes
   c. What is the best time to make a trip to the vessel? Any time

5. Measurements from Spec Sheet

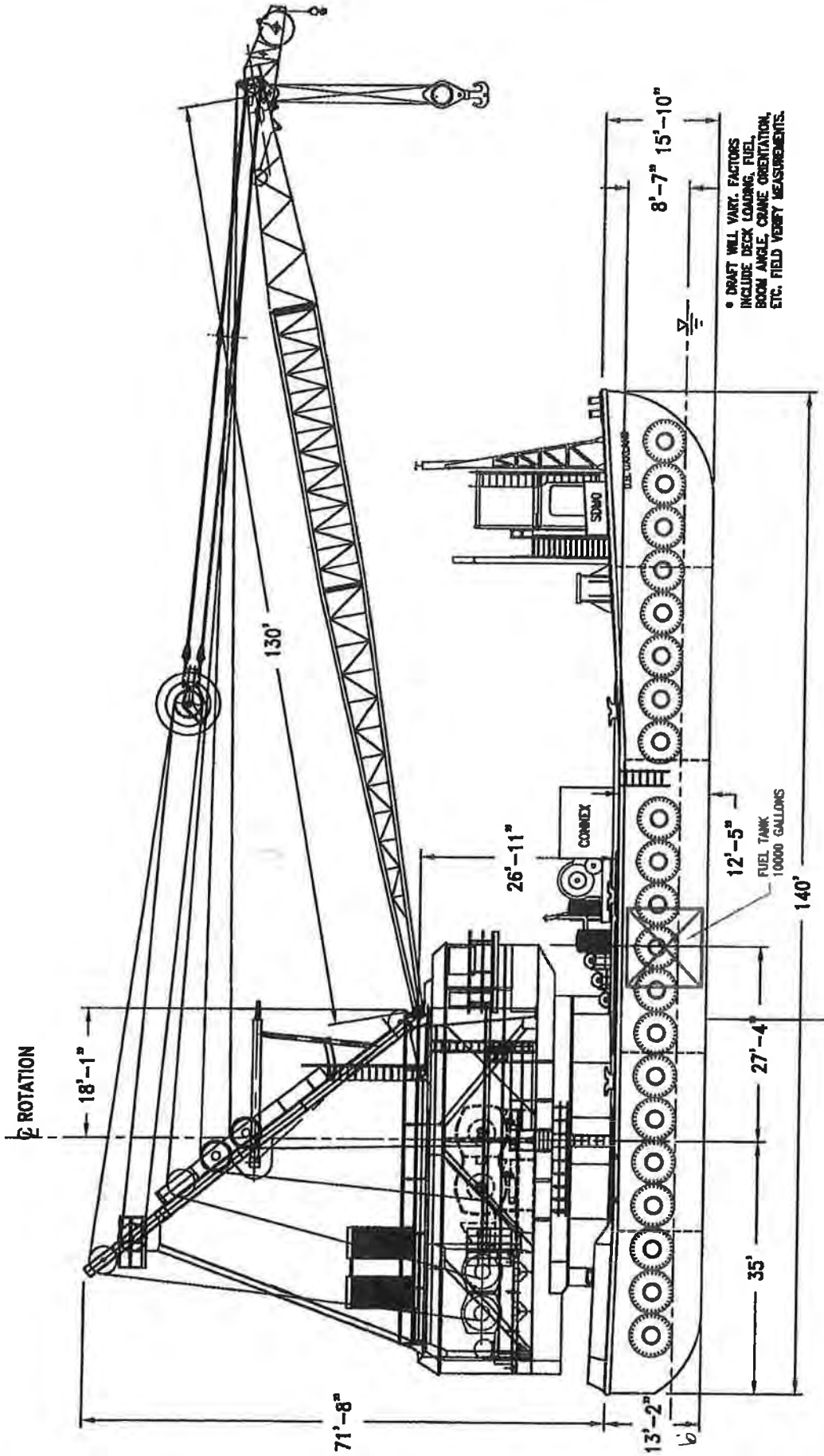
Gantry Height:	78 ft 10 in
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	

6. Vessel Height

Self-Reported		From Spec Sheet	
Air Draft:	84.9 ft	Air Draft:	78 ft 10 in
Air Gap:	5 – 10 ft	Air Gap:	10 ft
Water Level:	16	Water Level:	16
Total Height:	110.9 ft	Total Height:	104 ft 10 in

7. History Notes

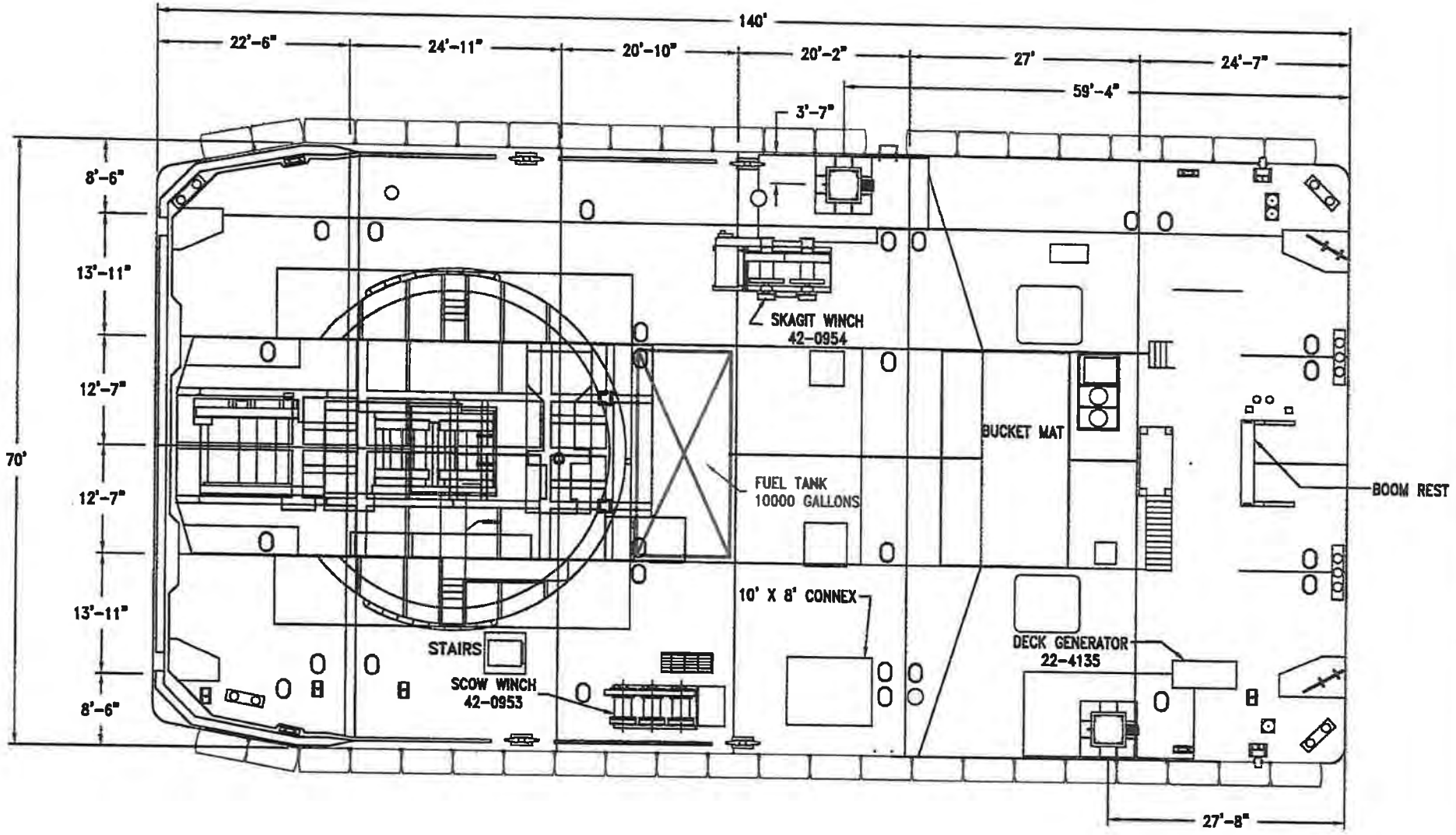
Date	Item
6/29/2012	Contacted Pat Boyd- Equipment Manager
7/10/2012	Visited Yard to confirm vessel locations and heights



GENERAL CONSTRUCTION COMPANY
3838 WEST MARGINAL WAY S * SEATTLE, WA * 98106
(206) 938-6750 * FAX (206) 938-6766

D.B. OAKLAND (210 TON) - 53-0734

ISSUED: - OCT 2010
FC-53-0734-2/6



DECK PLAN

GENERAL CONSTRUCTION COMPANY
3838 WEST MARGINAL WAY S • SEATTLE, WA • 98106
(206) 938-6750 • FAX (206) 938-6766

D.B. OAKLAND (210 TON) - 53-0734

ISSUED: - OCT 2010

FC-53-0734-3/6

Marine Contractors

Owner: General Construction

Vessel: D.B. Olympia

GENERAL CONSTRUCTION COMPANY

D.B. OLYMPIA
100 TON FLOATING CRANE





SPECIFICATIONS

- Main Crane: Dravo-Wellman 413
- Capacities: 100 tons @ 55′ radius over stern
  80 tons @ 50′ radius fully revolving
  15 tons @ 75′ duty-cycle
  15 tons @ 160′ radius
- Boom: 160′ to main fall (200′ available)
  165′ to main whip line (205′ available)
  Additional 50′ luffing jib available
- Barge Size: 150 x 60′ x 10′
- Classification: USCG
- Draft (std.): 4′-0″
- Spuds: Two 28″ square x 90′ long
- Bunkers: 6,000 gallons diesel fuel

CAPABILITIES

- Piledriving
- Duty Cycle
- Clamshell Dredging
- Heavy Lifting
- Crane Service

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www.generalconstructionco.com

Columbia River CROSSING



River User Data Sheet

By: RALPH PETEREIT Date: 2/27/2012

1. Company Name and/or Owner of Vessel and contact information

Name of company: GENERAL CONSTRUCTION CO.

Name of contact: PAT BOYD - EQUIPMENT MANAGER

Phone number (Office): [redacted] (Cell): [redacted]

Email: [redacted]

Address: 3838 W. MARGINAL WAY SW

City: SEATTLE State: WA Zip code: 98106

3a. Vessel Name: D.B. OLYMPIA **3b. Vessel Type:** FLOATING CRANE / DERRICK BARGE

3c. US Coast Guard Document Number:

4a. Length Overall (LOA), **feet:** 150 **4b. Beam** (width), **feet:** 63

5. Draft (depth of hull below waterline, fully laden), **feet:** 4

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), **feet:** 70.1

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 5-10

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? NOT AVAILABLE

What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)?

May we have a copy?

13. Other miscellaneous

Vessel Height Verification Sheet

By: Ralph Petereit Date: July 10, 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: General Construction Co.
   b. Name of contact: Pat Boyd – Equipment Manager
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 3838 W. Marginal Way City: Seattle
      State: WA Zip code: 98106
2. Vessel
   a. ID: b. Name: DB Olympia
   c. Type: Crane Barge d. USCG Document Number: 1027118
3. Vessel Configuration
   a. Identify vessel configuration: Crane barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: Yes
   - What is the lowest height configuration for transport? 70 ft 1.5 in

   b. What is the gantry configuration? Pinned Estimated gantry height: 70 ft 1.5 in

   c. Does the barge have spuds? Yes
   - Height above waterline for travel? Gantry height
   - Can the spuds be removed for travel? Yes
   - Work and cost involved in removing spuds? ½ - full day
4. Vessel Location
   a. Where is the vessel currently located? Lake Washington, WA.
   b. Is it working on a job? Yes – 520 Bridge Replacement Is it tied up to shore? No

c. What is the best time to make a trip to the vessel? None currently

5. Measurements from Spec Sheet

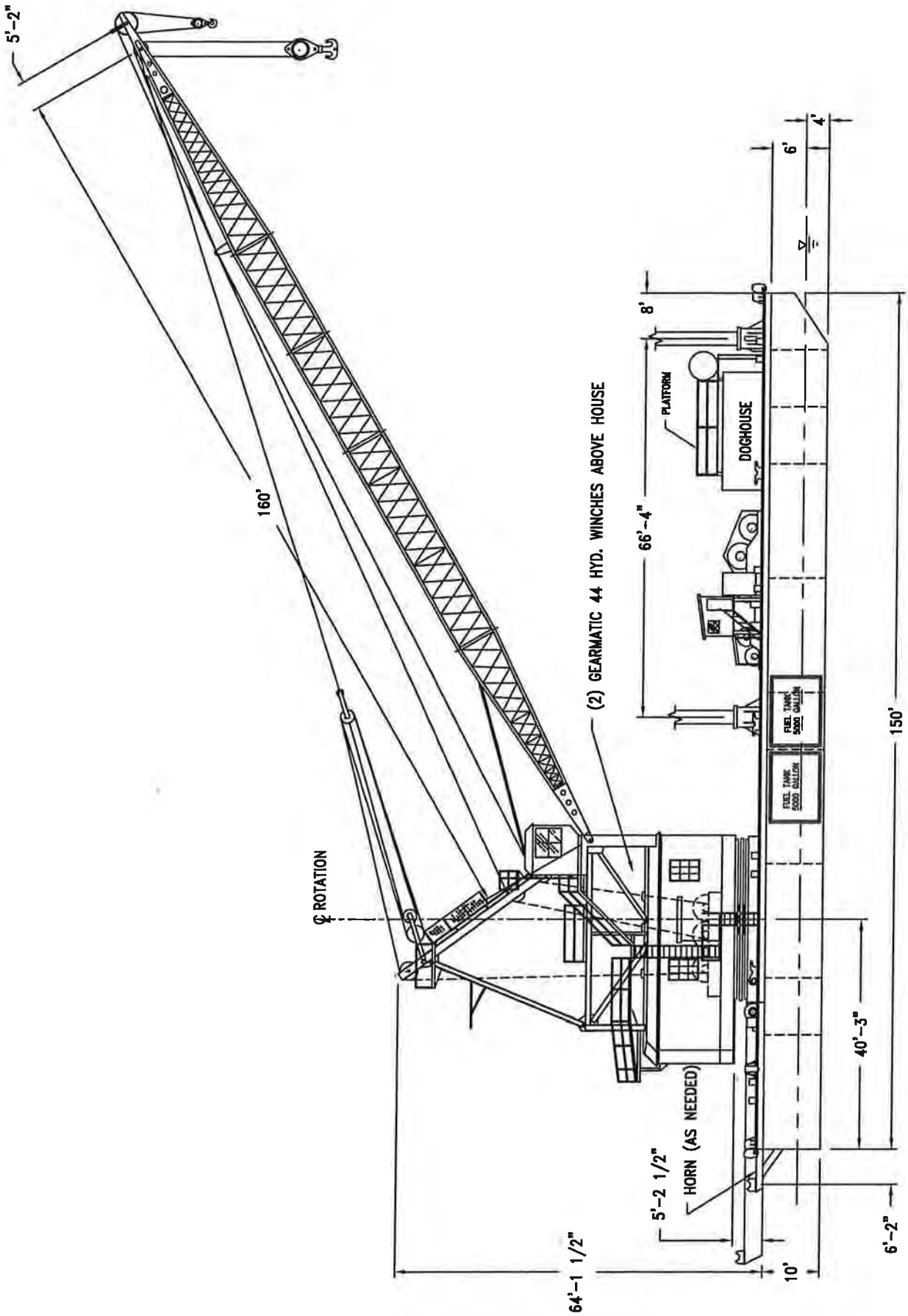
Gantry Height:	78 ft 10 in
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	

6. Vessel Height

Self-Reported		From Spec Sheet	
Air Draft:	70.1 ft	Air Draft:	70 ft 1.5 in
Air Gap:	5 – 10 ft	Air Gap:	10 ft
Water Level:	16	Water Level:	16
Total Height:	96.1 ft	Total Height:	96 ft 1.5 in

7. History Notes

Date	Item
6/29/2012	Contacted Pat Boyd- Equipment Manager
7/10/2012	Visited Yard to confirm vessel locations and heights

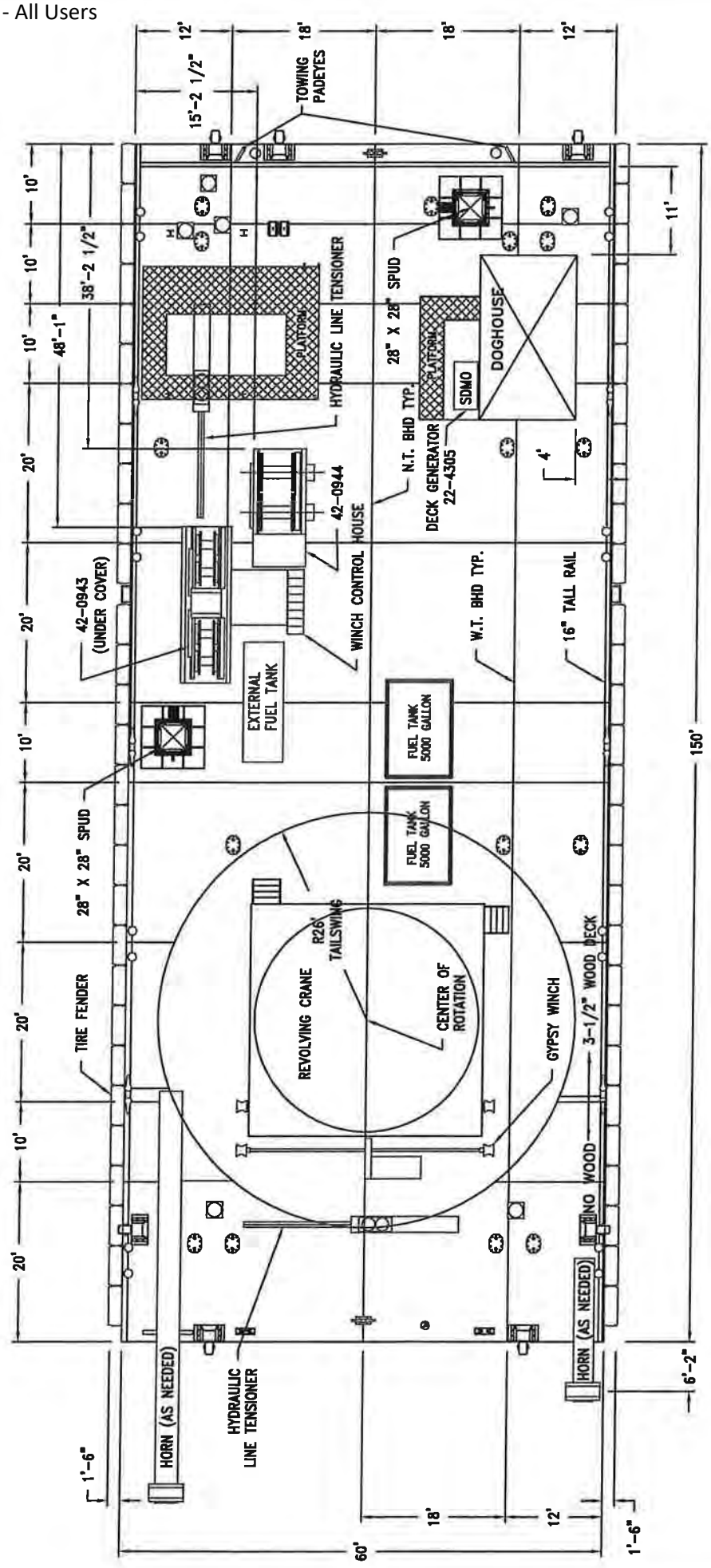


OUTBOARD PROFILE

GENERAL CONSTRUCTION COMPANY
19472 POWDER HILL PL * POULSBO, WA * 98370-7466
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D.B. OLYMPIA (100 TON) - #53-0706

ISSUED: - JAN 2010
FC-53-0706-3



DECK PLAN

GENERAL CONSTRUCTION COMPANY
19472 POWDER HILL PL * POULSBO, WA * 98370-7466
(360) 779-3200 * FAX (360) 779-3132

D.B. OLYMPIA (100 TON) - #53-0706

ISSUED: - JAN 2010
FC-53-0706-3

GENERAL CONSTRUCTION COMPANY

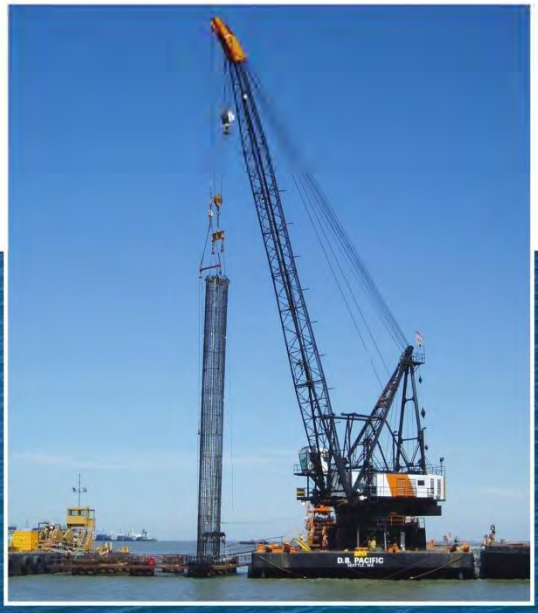
D.B. PACIFIC
180 TON FLOATING CRANE

CAPABILITIES

- Piledriving
- Heavy Lifting
- Duty Cycle – Dredging
- Offshore Construction & Service
- Pipe Lay

SPECIFICATIONS

- Main Crane: American M-25A
- Capacities: 180 tons @ 44′ radius fully revolving
  42 tons @ 130′ radius fully revolving
- Boom: 120′ to main fall (200′ available)
  126′ to whip line (206′ available)
- Barge Size: 250′ x 72′ x 15′
- Classification: ABS+A1, USCG
- Draft (std.): 7′-0″
- Spuds: Not available
- Anchors: 6-point moorage
- Deck Loading: 1,800 psf uniformly distributed
- Bunkers: 35,000 gallons diesel fuel
  3,000 gallons fresh water



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www.generalconstructionco.com

Columbia River CROSSING



River User Data Sheet

By: RALPH PETEREIT Date: 2/27/2012

1. Company Name and/or Owner of Vessel and contact information

Name of company: GENERAL CONSTRUCTION CO.

Name of contact: PAT BOYD - EQUIPMENT MANAGER

Phone number (Office): [redacted] (Cell): [redacted]

Email: [redacted]

Address: 3838 W. MARGINAL WAY SW

City: SEATTLE State: WA Zip code: 98106

3a. Vessel Name: D.B. PACIFIC **3b. Vessel Type:** FLOATING CRANE / DERRICK BARGE

3c. US Coast Guard Document Number:

4a. Length Overall (LOA), **feet:** 250 **4b. Beam** (width), **feet:** 72

5. Draft (depth of hull below waterline, fully laden), **feet:** 7

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), **feet:** 86.5

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 5-10

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? NOT AVAILABLE

What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)?

May we have a copy?

13. Other miscellaneous

Vessel Height Verification Sheet

By: Ralph Petereit Date: July 10, 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: General Construction Co.
   b. Name of contact: Pat Boyd – Equipment Manager
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 3838 W. Marginal Way City: Seattle
      State: WA Zip code: 98106
2. Vessel
   a. ID: b. Name: DB Pacific
   c. Type: Crane Barge d. USCG Document Number: 65245
3. Vessel Configuration
   a. Identify vessel configuration: Crane barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: Yes
   - What is the lowest height configuration for transport? 86 ft 5 in

   b. What is the gantry configuration? Pinned Estimated gantry height: 83 ft

   c. Does the barge have spuds? Yes
   - Height above waterline for travel? 86 ft 5 in
   - Can the spuds be removed for travel? Yes
   - Work and cost involved in removing spuds? ½ - full day
4. Vessel Location
   a. Where is the vessel currently located? Lake Washington, WA.
   b. Is it working on a job? Yes – 520 Bridge Replacement Is it tied up to shore? No
   c. What is the best time to make a trip to the vessel? None currently

5. Measurements from Spec Sheet

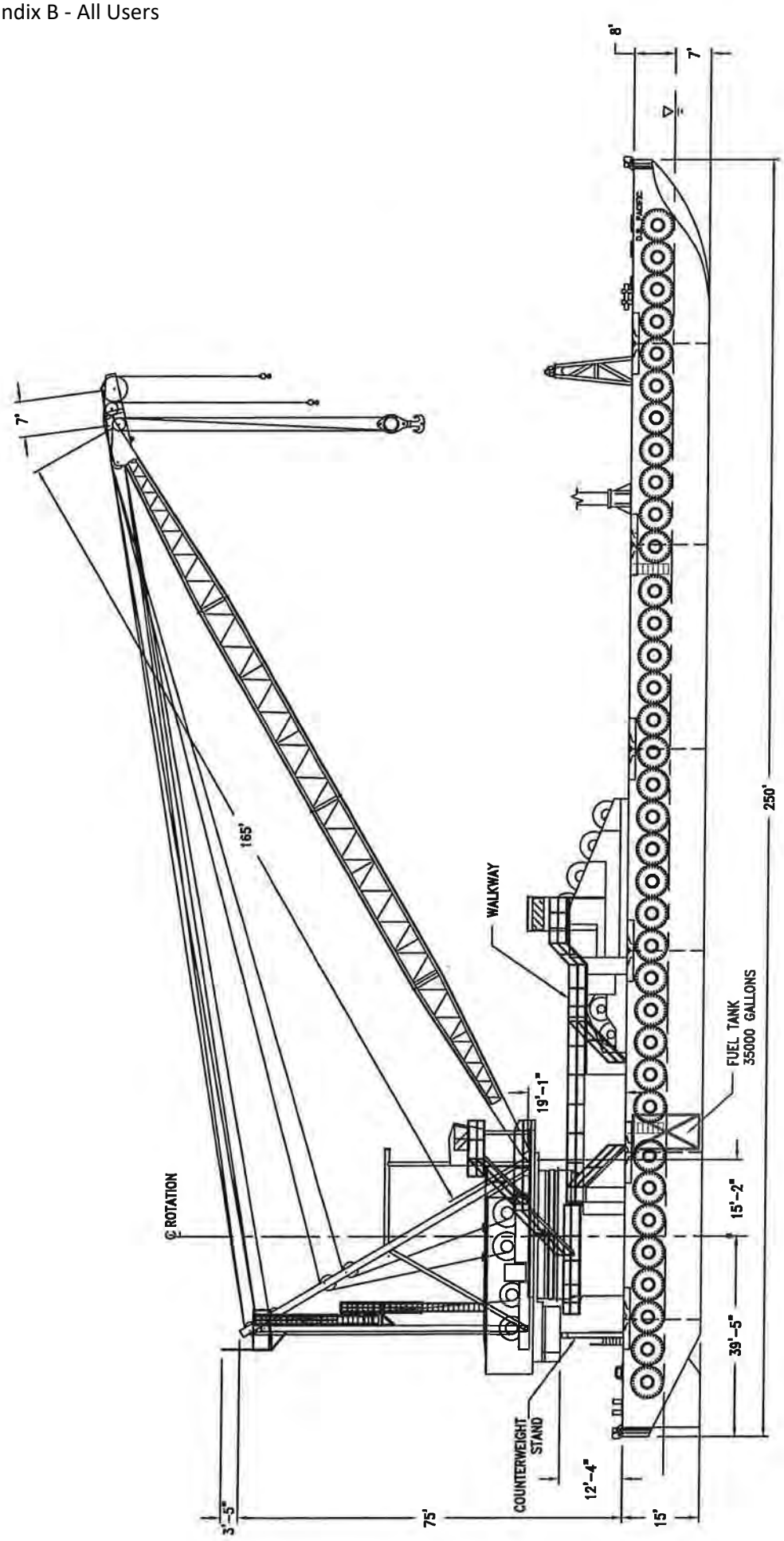
Gantry Height:	83 ft
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	

6. Vessel Height

Self-Reported		From Spec Sheet	
Air Draft:	86.5 ft	Air Draft:	86 ft 5 in
Air Gap:	5 – 10 ft	Air Gap:	10 ft
Water Level:	16	Water Level:	16
Total Height:	112.5 ft	Total Height:	112 ft 5 in

7. History Notes

Date	Item
6/29/2012	Contacted Pat Boyd- Equipment Manager
7/10/2012	Visited Yard to confirm vessel locations and heights

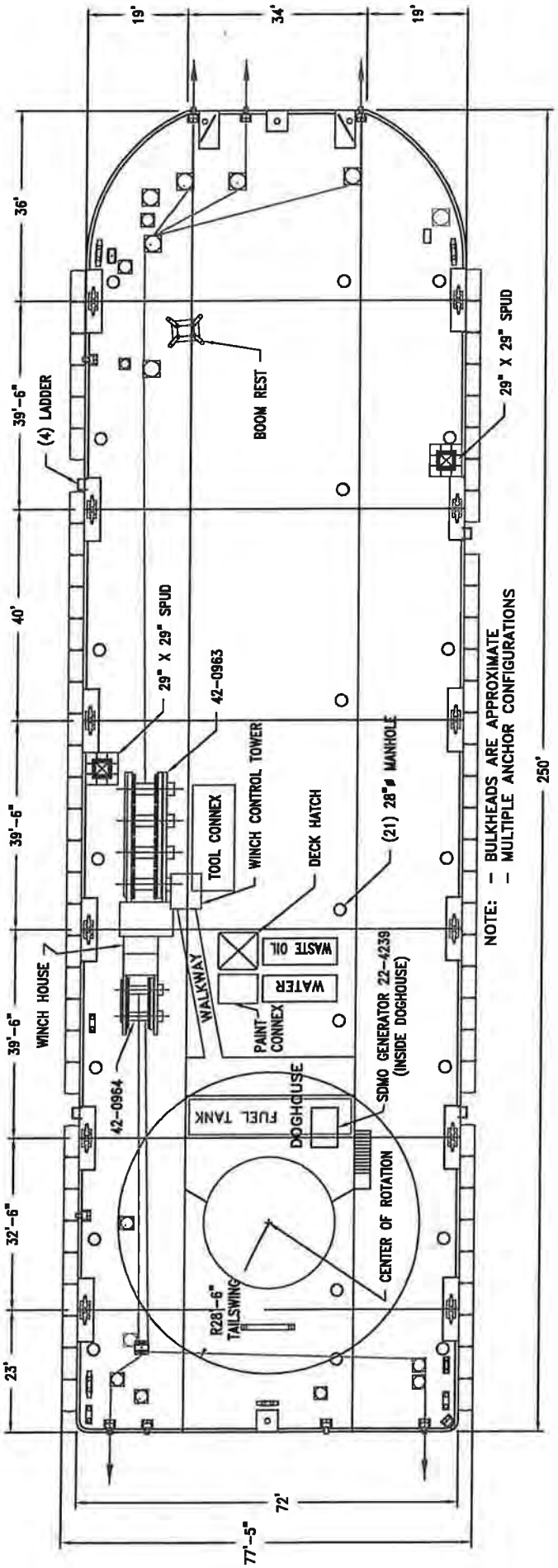


OUTBOARD PROFILE

GENERAL CONSTRUCTION COMPANY
19472 POWDER HILL PL * POULSBO, WA * 98370-7466
(360) 779-3200 * FAX (360) 779-3132

D.B. PACIFIC (180 TON) - #53-0739

ISSUED: - JAN 2010
FC-53-0739-4



DECK PLAN

GENERAL CONSTRUCTION COMPANY
19472 POWDER HILL PL * POULSBO, WA * 98370-7466
(360) 779-3200 * FAX (360) 779-3132

D.B. PACIFIC (180 TON) - #53-0739

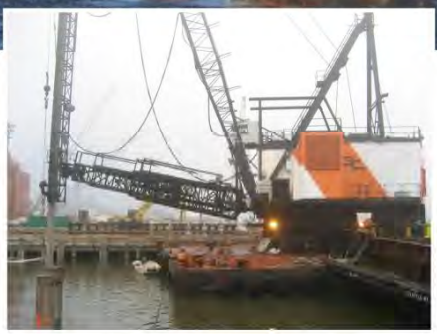
ISSUED: - JAN 2010
FC-53-0739-4

GENERAL CONSTRUCTION COMPANY

D.B. SEATTLE

165 TON FLOATING CRANE





CAPABILITIES

- Clamshell Dredging
- Piledriving
- Rock Jetties and Breakwaters
- Heavy Lifting

SPECIFICATIONS

- Main Crane: American M-25A
- Capacities: 165 tons @ 50′ radius over stern
  150 tons @ 50′ radius fully revolving
  50 tons @ 90′ duty-cycle (150′ boom)
- Clamshell: 27 CY Atlas environmental bucket
  14 CY Hawco heavy digging bucket
- Boom: 165′ to main fall (210′ available)
  177′ to whip line (222′ available)
- Barge Size: 150′ x 70′ x 12.5′
- Classification: USCG
- Draft (std.): 7′-0″
- Spuds: Two 28″ square x 90′ long
- Bunkers: 45,000 gallons diesel fuel
  2,350 gallons fresh water

© 2007 General Construction Company, 19472 Powder Hill Place N.E., Poulsbo, WA 98370 ♦ Phone (360) 779-3200 ♦ Fax (360) 779-3132
Please contact Pat Boyd-Equipment Manager at (206) 938-6758 or pat.boyd@kiewit.com for load charts, deck configuration, and availability.
www.generalconstructionco.com

Columbia River CROSSING



River User Data Sheet

By: RALPH PETEREIT Date: 2/27/2012

1. Company Name and/or Owner of Vessel and contact information

Name of company: GENERAL CONSTRUCTION CO.

Name of contact: PAT BOYD - EQUIPMENT MANAGER

Phone number (Office): [redacted] (Cell): [redacted]

Email: [redacted]

Address: 3838 W. MARGINAL WAY SW

City: SEATTLE State: WA Zip code: 98106

3a. Vessel Name: D.B. SEATTLE **3b. Vessel Type:** FLOATING CRANE / DERRICK BARGE

3c. US Coast Guard Document Number:

4a. Length Overall (LOA), **feet:** 152 **4b. Beam** (width), **feet:** 76

5. Draft (depth of hull below waterline, fully laden), **feet:** 7.5

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), **feet:** 90

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 5 - 10

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? NOT AVAILABLE

What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)?

May we have a copy?

13. Other miscellaneous

Vessel Height Verification Sheet

By: Ralph Petereit Date: July 10, 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: General Construction Co.
   b. Name of contact: Pat Boyd – Equipment Manager
   c. Phone number (Office): (206) [redacted] (Cell): (206) [redacted]
   d. Email: [redacted]
   e. Address: 3838 W. Marginal Way City: Seattle
      State: WA Zip code: 98106
2. Vessel
   a. ID: b. Name: DB Seattle
   c. Type: Crane Barge d. USCG Document Number: 547079
3. Vessel Configuration
   a. Identify vessel configuration: Crane barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: Yes
   - What is the lowest height configuration for transport? 85 ft 11 in

   b. What is the gantry configuration? Pinned Estimated gantry height: 75 ft 6 in

   c. Does the barge have spuds? Yes
   - Height above waterline for travel? 85 ft 11 in
   - Can the spuds be removed for travel? Yes
   - Work and cost involved in removing spuds? ½ - full day
4. Vessel Location
   a. Where is the vessel currently located? Lake Washington, WA.
   b. Is it working on a job? Yes – 520 Bridge Replacement Is it tied up to shore? No
   c. What is the best time to make a trip to the vessel? None currently

5. Measurements from Spec Sheet

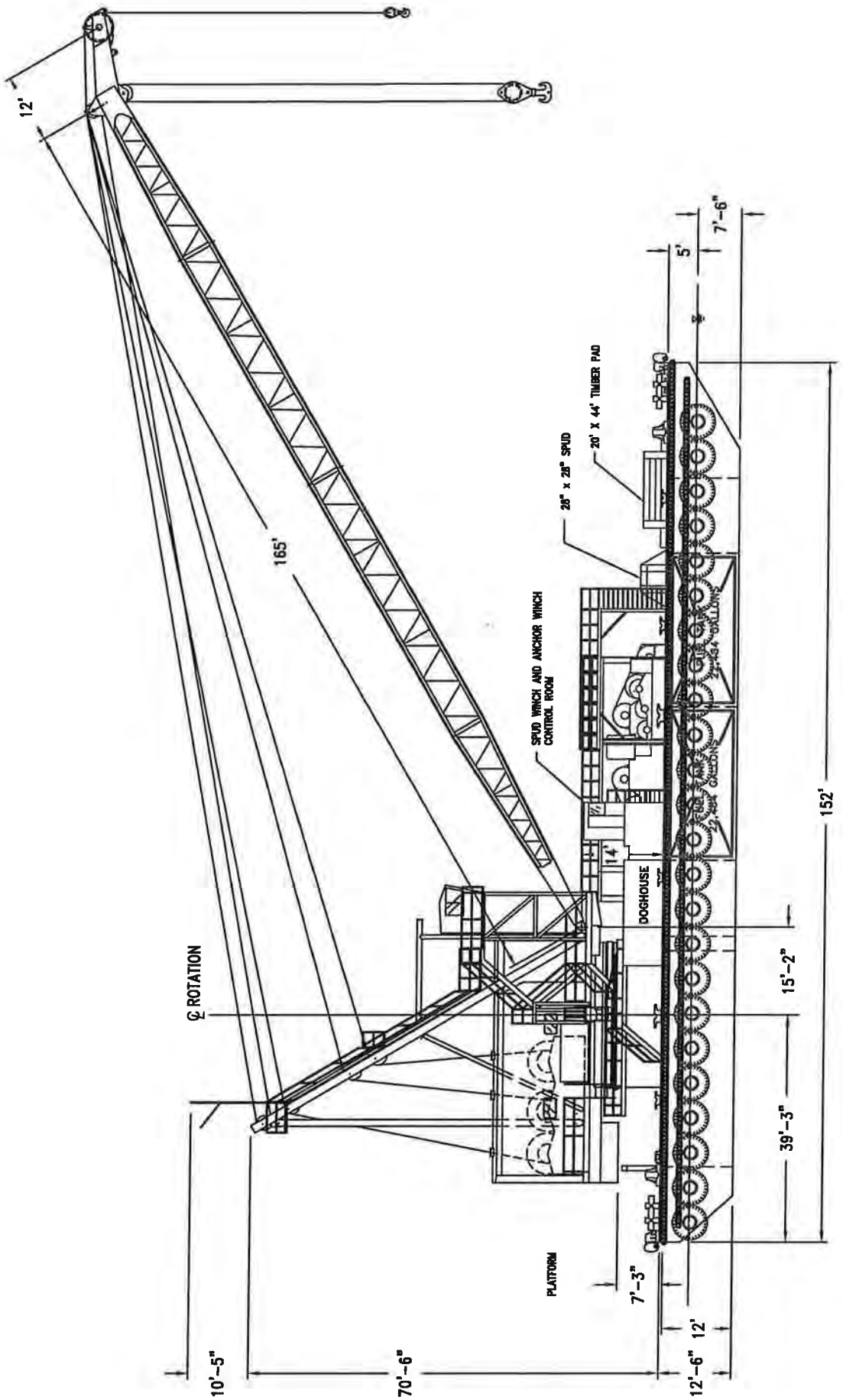
Gantry Height:	75 ft 6 in
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	

6. Vessel Height

Self-Reported		From Spec Sheet	
Air Draft:	90 ft	Air Draft:	85 ft 11 in
Air Gap:	5 – 10 ft	Air Gap:	10 ft
Water Level:	16	Water Level:	16
Total Height:	116 ft	Total Height:	111 ft 11 in

7. History Notes

Date	Item
6/29/2012	Contacted Pat Boyd- Equipment Manager
7/10/2012	Visited Yard to confirm vessel locations and heights

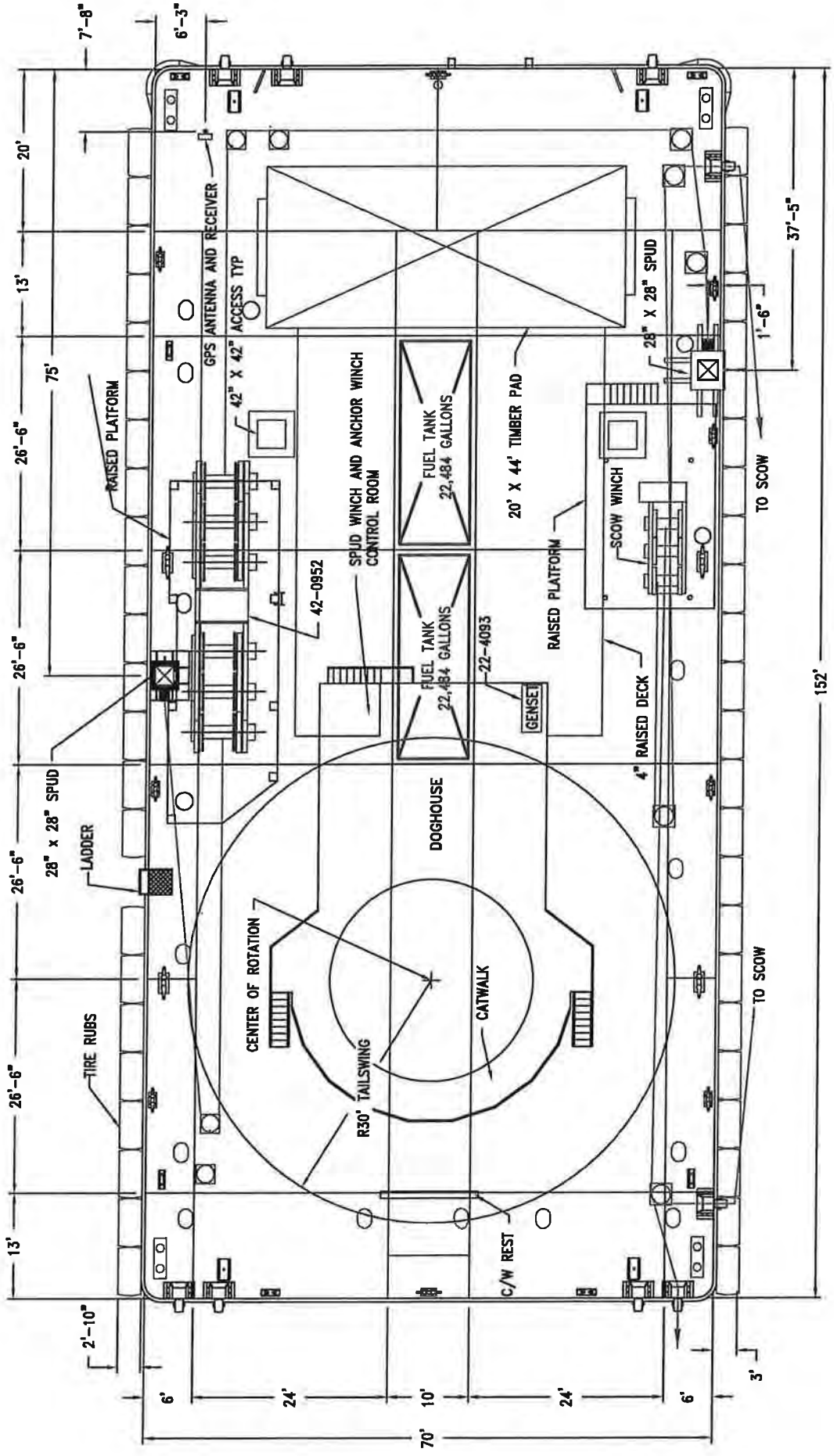


OUTBOARD PROFILE

D.B. SEATTLE (165 TON) - #53-0733

ISSUED: - JAN 2010
FC-53-0733-2

GENERAL CONSTRUCTION COMPANY
19472 POWDER HILL PL * POULSBO, WA * 98370-7466
(360) 779-3200 * FAX (360) 779-3132



NOTE: MULTIPLE ANCHOR CONFIGURATIONS

DECK PLAN

GENERAL CONSTRUCTION COMPANY
19472 POWDER HILL PL * POULSBO, WA * 98370-7466
(360) 779-3200 * FAX (360) 779-3132

D.B. SEATTLE (165 TON) - #53-0733

ISSUED: JAN 2010
FC-53-0733-3

Marine Contractors

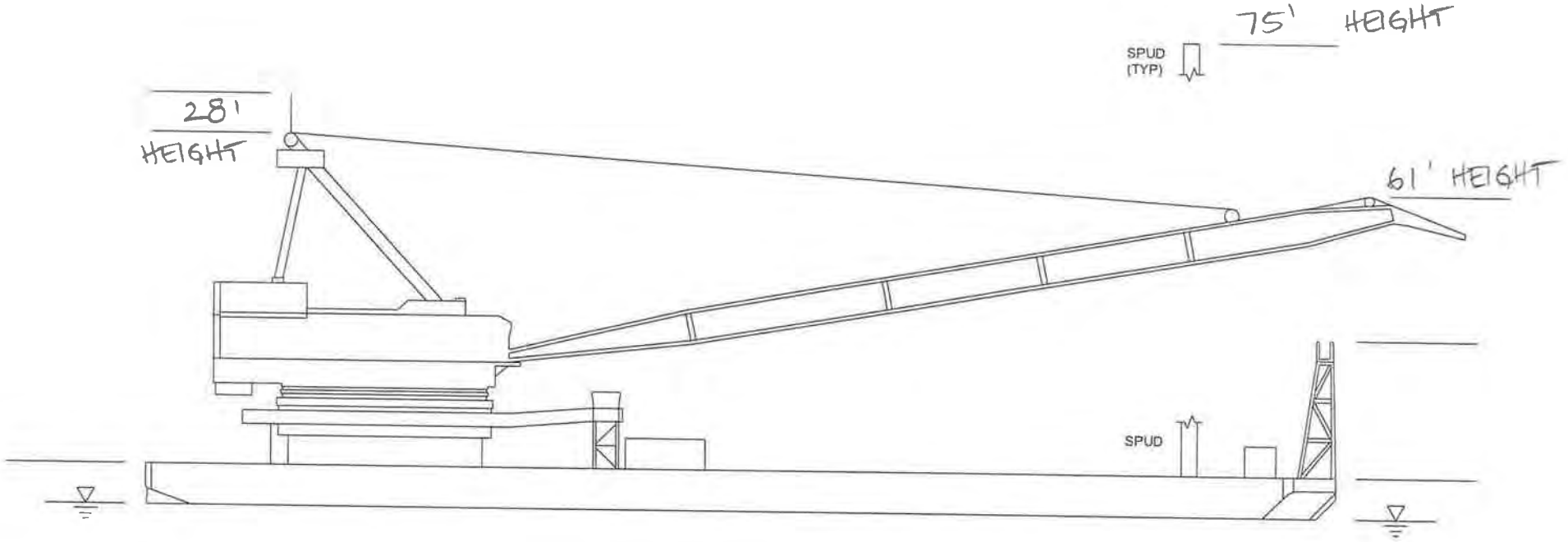
Company: Hickey Marine

Vessels:

- Sea Hawk
- Sea Horse
- Sea Lion
- Sea Vulture

Company did not respond to IBR request. Information below was included in the CRC NIR.





SEA HAWK
NAME

HICKEY MARINE
LOCATION

07-05-12
DATE

Vessel Name	Owner	Antenna Elev (ft)	Mast Elev (ft)	Spud Elev (ft)	Boom Crane Elev (ft)	Gantry Elev (ft)	Pivot Pt Elev (ft)	Cradle Elev (ft)	Water Elev (ft)	Height Above Water
Sea Hawk	Hickey Marine Enterprises					44.0			15.6	28
				90.4					15.6	75
					77.0				15.6	61
Sea Horse	Hickey Marine Enterprises				65.1				15.6	49
				104.0					15.6	88
						88.7			15.6	73
								52.2	15.6	37
Sea Vulture	Hickey Marine Enterprises					58.4			15.6	43
							31.8		15.6	16
				90.7					15.6	75
					185.8				15.6	170
								37.9	15.6	22
Sea Lion	Hickey Marine Enterprises					49.4			15.6	34
							31.9		15.6	16
					136.6				15.6	121
				77.0					15.6	61

Vessel Height Verification Sheet

By: Pete Geiger Date: 5 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Hickey Marine Enterprises/HME Construction
   b. Name of contact: Greg Speyer/Darrell Jamieson
   c. Phone number (Office): [redacted] (Cell):
   d. Email: [redacted]
   e. Address: 6801 NW Old Lower River Road City: Vancouver
      State: WA Zip code: 98660
2. Vessel
   a. ID: b. Name: SeaHawk
   c. Type: Derrick Barge with Crane d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Boom lowered in travel postion; Spud Up on Pin
      - Is a vessel specification sheet available? On ProjectSolve
      - Configuration shown on the sheet: not shown, photo only
      - What is the lowest height configuration for transport? ~75 Feet (Spud on Pin)

   b. What is the gantry configuration? Assembled with Pins Estimated gantry height: Not given

   c. Does the barge have spuds? Yes, Two
      - Height above waterline for travel? Center (2) = 75 feet
      - Can the spuds be removed for travel? Only on very rare occasions
      - Work and cost involved in removing spuds? 4 hours to reset spuds. Need to find a site to harbor or tie up to. Spuds often need separate barge to transport them.
4. Vessel Location
   a. Where is the vessel currently located? Columbia River
   b. Is it working on a job? Yes but at HMI Is it tied up to shore? Yes

c. What is the best time to make a trip to the vessel? Anytime, Just need a few days advance notice.

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	44.0 feet
Water Level:	15.6 feet
Top of Boom:	77.0 feet (Travel angle ~17.5 degrees off horizontal)
Height of Boom Hinge Pin:	Not Measured
Boom Cradle:	Not Measured – No Boom Cradle
Top of Spud:	90.4 feet
Top of Deck:	Not Measured

6. Vessel Height

Self-Reported		Surveyed	
Air Draft:	75 feet	Air Draft:	75 feet
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet (CRD)	Water Level:	16 feet (CRD)
Total Height:	101 feet	Total Height:	101 feet

7. History Notes

Date	Item
2/23/2012	Contacted by Jennifer Rabby
2/23/2012	Data sheet submitted
6/28/2012	Contacted by Pete Geiger for field measurement
7/5/2012	Field measured

Hickey Marine Enterprises, Inc.



D.B. SEA HAWK

CERTIFICATION: ABS LOADLINE

HULL DIMENSIONS: 110' X 44' X 10'

PERFORMANCE: 50 Ton LIFT CAPACITY

BOOM LENGHTS: 100' – 150'

spud H. 75' to water

OPERATION: D.B. SEA HAWK is equipped to perform dredging and pile driving operations.

DECK EQUIPMENT: Two 75' spuds, 3 drum Skagit deck winch, 100kw generator, APE 100 vibratory hammer, Vulcan 06 impact hammer. Clamshell buckets ranging from 3cy to 5cy.

FUEL CAPACITY: 6,000 GALLONS

6801 NW Old Lower River Road, Vancouver, WA 98660
Office (360) 695-4553 Fax (360) 695-3295
Email – djamiesonhme@comcast.net



River User Data Sheet By: Jennifer Rabby Date: 2/23/2012 10:00am

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: AME Hickey Marine Enterprises
   b. Name of contact: Greg Speyer & Darrell Jamieson
   c. Phone number (Office): [redacted] d. (Cell) [redacted]
   e. Email: [redacted]
   f. Address: 6801 NW Old Lower River Rd.
   g. City: Vancouver
   h. State: WA i. Zip code: 98660

3a. Vessel Name: Seahorse (Largest of 4) 3b. Vessel Type: Derrick Barge & Crane

3c. US Coast Guard Document Number: _____

4a. Length Overall (LOA), feet: 142 4b. Beam (width), feet: 60

5. Draft (depth of hull below waterline, fully laden), feet: 6.5'

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 90' with spuds 75' gantry

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 10' They request 100' clearance when they go through bridges

8. Frequency of one-way passage underneath I-5 main channel (typical per month): Approx. 6x/yr. for all 4 vessels

   Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___ Oct - March

9. Frequency of one-way passage underneath I-5 main channel (other historic events):____

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): None

    Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___

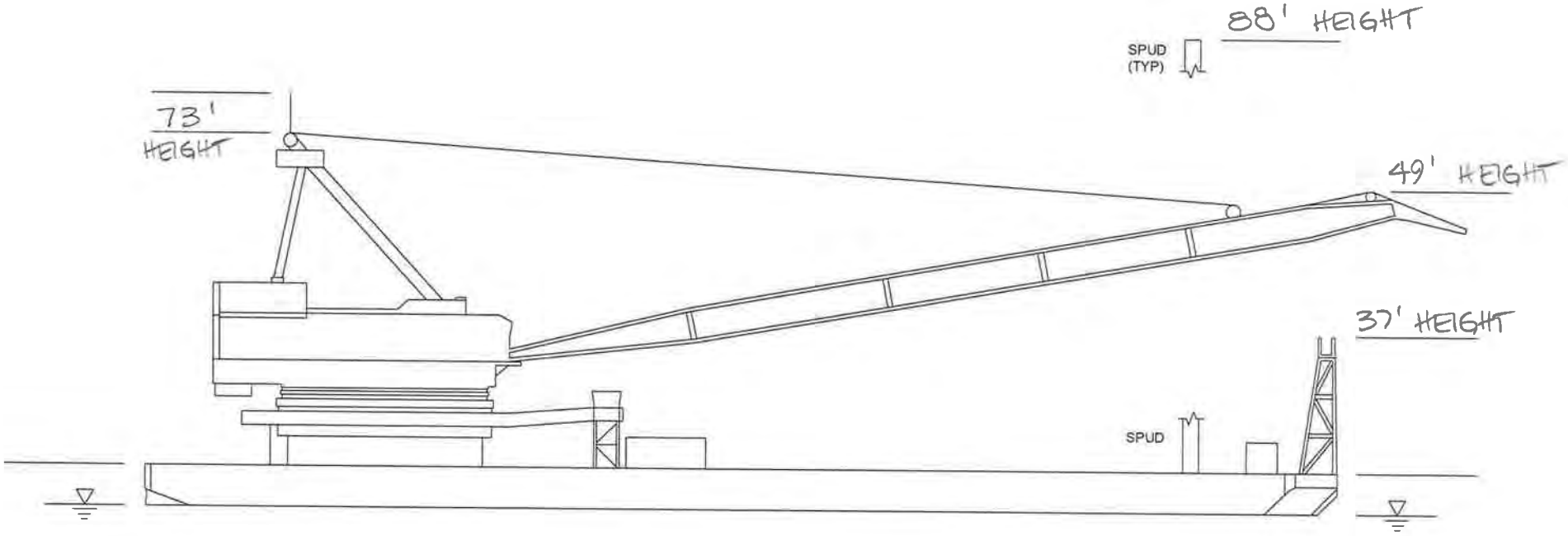
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):_____ Rarely have a need to go through because they can get to either side without going through

Diversified Marine is in N. Portland Harbor but doesn't go above the I-5 bridge.

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy?
13. Other miscellaneous

They don't see a need for larger equipment. They have lengthened their spuds in the past. When they do that, they pull them out and barge them upstream.

- The gantry height (75') is the limiting factor. It is not adjustable. Other companies could have higher gantries.
- Bridge height of 125' at O'CRD would accomodate most users.
- Most of their work is in the Willamette Harbor. Also go up to Bonneville Dam (taking Seattorse + Sea Vulture there in March). Currently working in Longview & Pasco (grain elevators, petroleum docks). Dams and other facilities upstream for maint. Work on Columbia, Willamette, and Snake Rivers
- They can often "sneak" through the bridge high span rather than the lift span, depends on draft.
- They don't usually lower spuds, but can if the draft is good. Risk of losing spuds / bending them.
- March each year there is a shut down of the locks, so several barges (HME + others) going there



SEA HORSE
NAME

HICKEY MARINE
LOCATION

07-05-12
DATE

Vessel Height Verification Sheet

By: Pete Geiger Date: 5 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Hickey Marine Enterprises/HME Construction
   b. Name of contact: Greg Speyer/Darrell Jamieson
   c. Phone number (Office): [redacted] (Cell):
   d. Email: [redacted]
   e. Address: 6801 NW Old Lower River Road City: Vancouver
      State: WA Zip code: 98660
2. Vessel
   a. ID: b. Name: SeaHorse
   c. Type: Derrick Barge with Crane d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Boom Down Near Cradle; Aft Spud Up on Pin
   - Is a vessel specification sheet available? On ProjectSolve
   - Configuration shown on the sheet: Crane Boom Up; Spuds Down
   - What is the lowest height configuration for transport? ~90 Feet (Aft Spud on Pin)

   b. What is the gantry configuration? Assembled with Pins Estimated gantry height: 75 Feet

   c. Does the barge have spuds? Yes, Three
   - Height above waterline for travel? Aft = 90 feet Center (2) = 79 feet
   - Can the spuds be removed for travel? Only on very rare occasions
   - Work and cost involved in removing spuds? 4 hours to reset spuds. Need to find a site to harbor or tie up to. Spuds often need separate barge to transport them.
4. Vessel Location
   a. Where is the vessel currently located? Columbia River
   b. Is it working on a job? No Is it tied up to shore? Yes

c. What is the best time to make a trip to the vessel? Anytime, Just need a few days advance notice.

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	88.7 feet
Water Level:	15.6 feet
Top of Boom:	65.1 feet
Height of Boom Hinge Pin:	Not Measured
Boom Cradle:	52.2 feet
Top of Spud:	104.0 feet
Top of Deck:	Not Measured

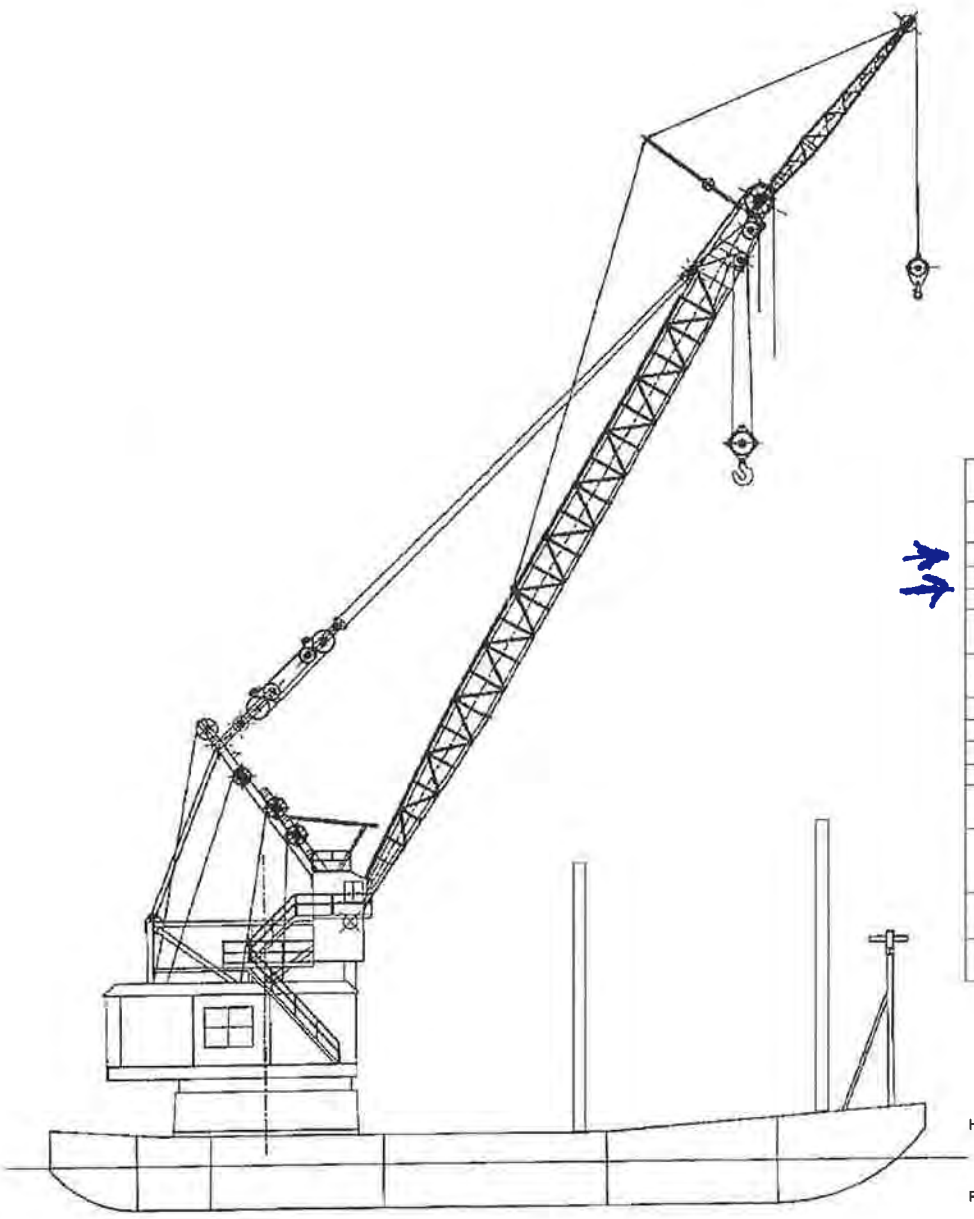
6. Vessel Height

Self-Reported (Spud)		Surveyed (Spud)	
Air Draft:	90 feet	Air Draft:	88 feet
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet (CRD)	Water Level:	16 feet (CRD)
Total Height:	116 feet	Total Height:	114 feet

7. History Notes

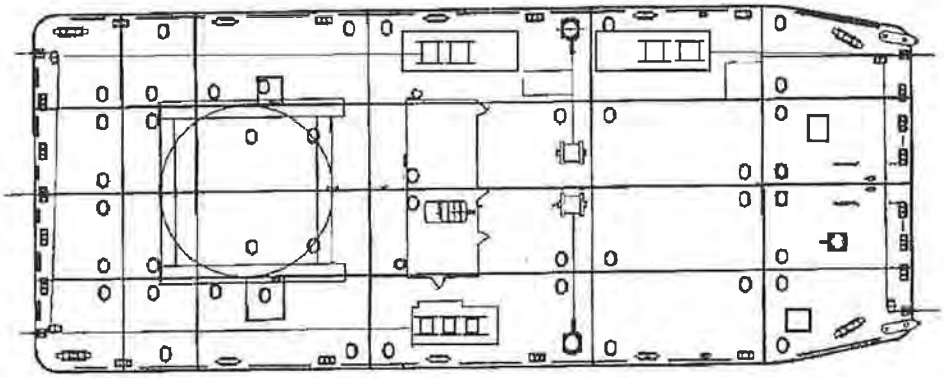
Date	Item
2/23/2012	Contacted by Jennifer Rabby
2/23/2012	Data sheet submitted
6/28/2012	Contacted by Pete Geiger for field measurement
7/5/2012	Field measured

HICKEY MARINE ENTERPRISES
DERRICK BARGE "SEA HORSE"



ELEVATIONS TAKEN WITH FUEL TANKS FULL

	FROM DECK	FROM WATER @ 5' FREEBOARD
CENTER SPUDS (ON PIN)	74'	79'
AFT SPUD (ON PIN)	79'	89' 3"
BOOM GANTRY	70'	75'
HEEL PIN	35' 2"	40' 2"
TOP OF CAB WITH HANDRAIL	47' 6"	52' 6"
TOP OF CAB W/O HANDRAIL	44' 3"	49' 3"
OPERATOR EYE LEVEL	41'	46'
CENTER PIN TO BOW	107'	
CENTER PIN TO STERN	35'	
CENTER PIN TO SIDE	29'	
HEEL PIN TO CENTER PIN (HORIZONTAL)	15'	
(DISTANCE) MULTI – PART SHEAVES TO POINT SHEAVES	10'	
STANDARD BOOM LENGTH	125' UTILIZING MULTI-PART	135' MAIN BOOM POINT SHEAVES
OPTIONAL BOOM ATTACHMENTS	20' MIDSECTION	40' JIB



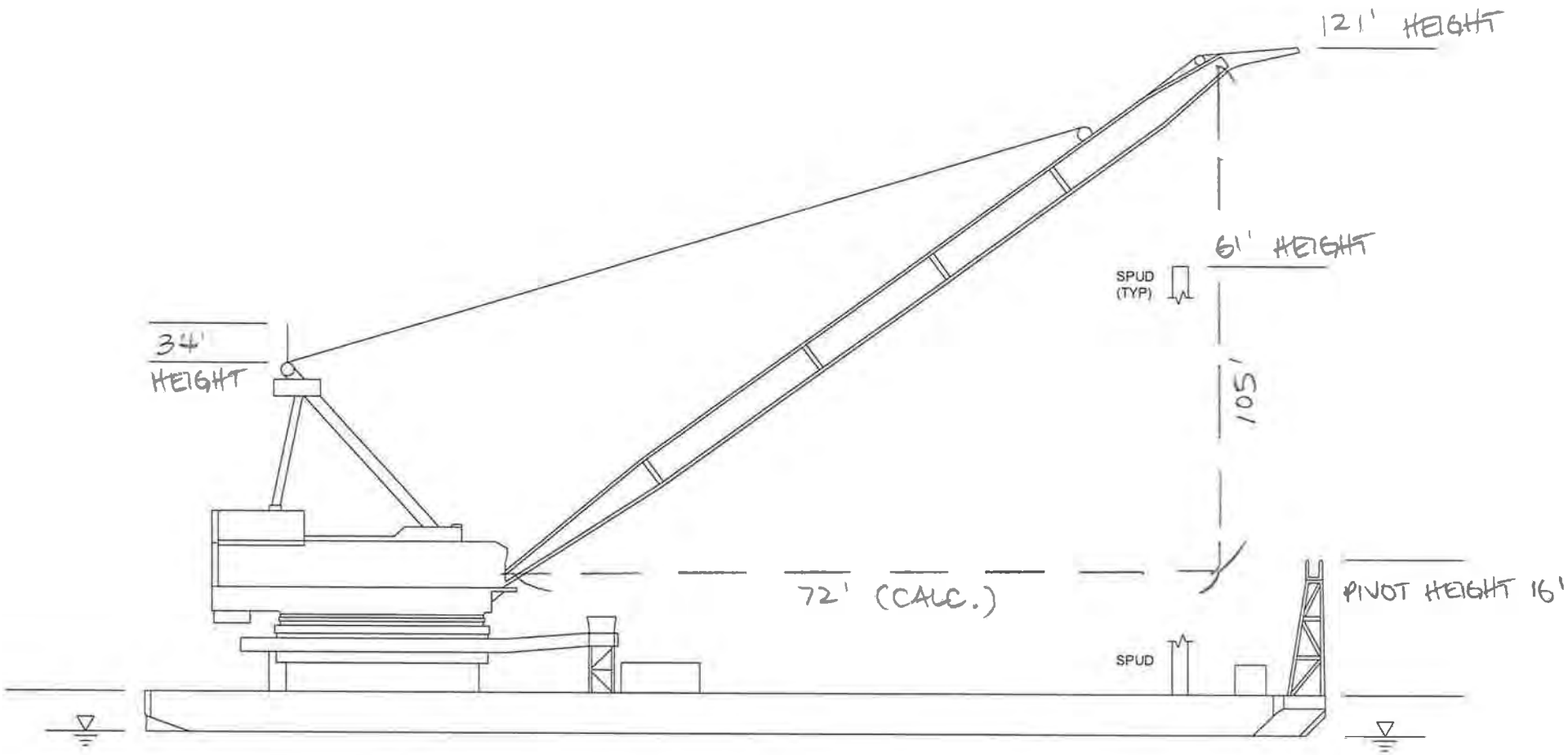
Hull:	142' x 58' x 12' 7' Draft	
	Beam 58'-6" with rub rails. 62' edge of tires	
Fuel Capacity:	20,000 gallons	
Mainlines :	2" x 425' with 135' boom. 440' for rear drum.	
	2" x 385' with 115' boom. 400' for rear drum.	
Tag Line:	¾" x 500'	
Boom and Heavy Lift:	1 1/8"x 1900'	
Spuds :		
Center	1 ¼ " x 550'	
Aft	1" x 550'	
Atlas 10yd Clamshell :	2" x 125'	45,000lbs
Atlas 14yd Clamshell :	2" x 135'	32,000lbs
Atlas 10yd Re- handle:	1 ¼" x 70'	20,000lbs
21yd CA:	2" x 80'	30,000lbs
14yd CA:	1 ½" x 70'	17,000lbs
3-Drum fleeting Lines:	1" x 900'	

Marine Contractors

Owner: Hickey Marine Enterprises

Vessel: Sea Lion





SEA LION
NAME

HICKEY MARINE
LOCATION

07-05-12
DATE

Vessel Height Verification Sheet

By: Pete Geiger Date: 5 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Hickey Marine Enterprises/HME Construction
   b. Name of contact: Greg Speyer/Darrell Jamieson
   c. Phone number (Office): [redacted] (Cell):
   d. Email: [redacted]
   e. Address: 6801 NW Old Lower River Road City: Vancouver
      State: WA Zip code: 98660
2. Vessel
   a. ID: b. Name: Sea Lion
   c. Type: Derrick Barge with Crane d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Boom Elevated above Spuds; Both Spuds dropped
   - Is a vessel specification sheet available? On ProjectSolve
   - Configuration shown on the sheet: not shown, photo only
   - What is the lowest height configuration for transport? ~75 Feet (Spud on Pin)

   b. What is the gantry configuration? Assembled with Pins Estimated gantry height: Not given

   c. Does the barge have spuds? Yes, Two
   - Height above waterline for travel? Center (2) = 75 feet
   - Can the spuds be removed for travel? Only on very rare occasions
   - Work and cost involved in removing spuds? 4 hours to reset spuds. Need to find a site to harbor or tie up to. Spuds often need separate barge to transport them.
4. Vessel Location
   a. Where is the vessel currently located? Columbia River
   b. Is it working on a job? No Is it tied up to shore? Yes

c. What is the best time to make a trip to the vessel? Anytime, Just need a few days advance notice.

5. Surveyed Measurements (all measurements NAVD 88)

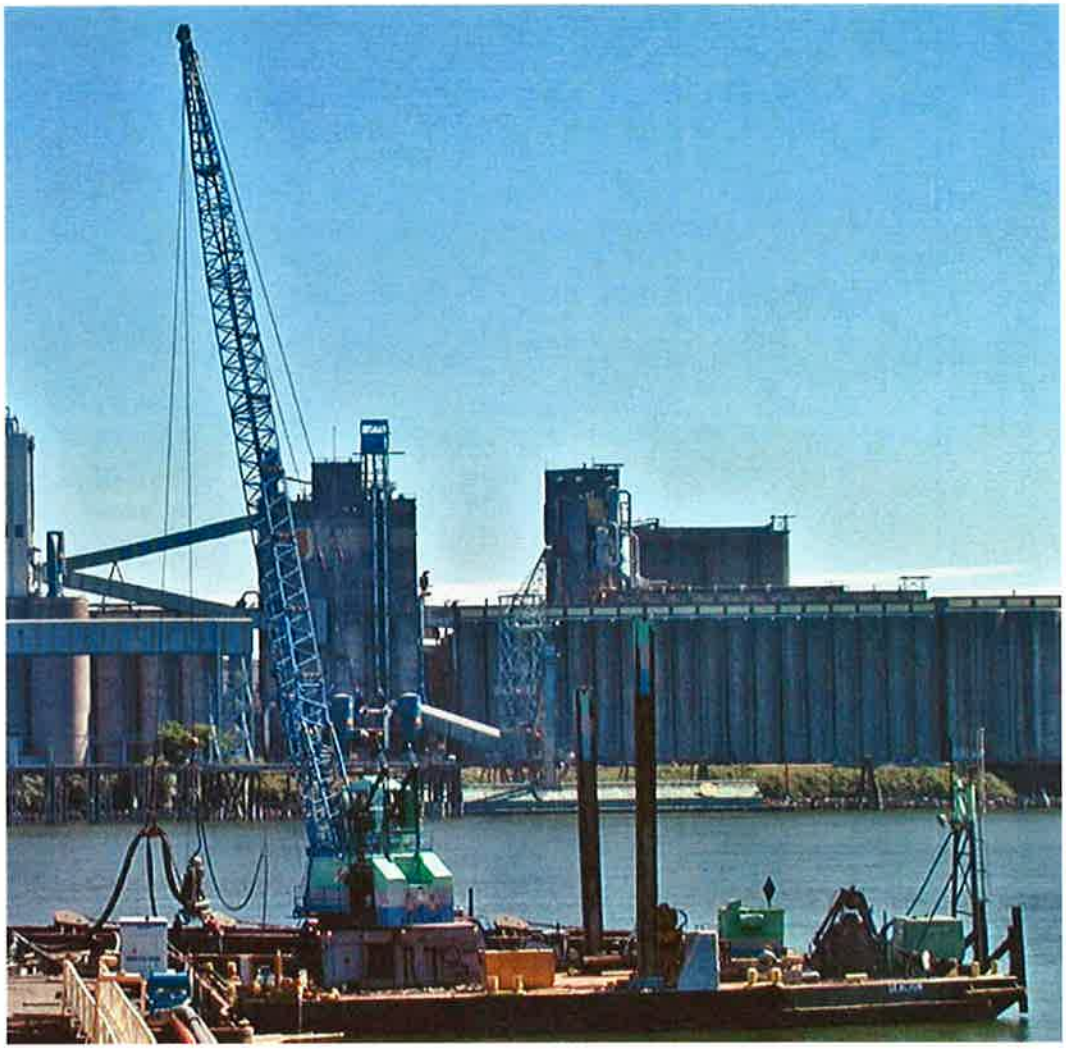
Gantry Height:	49.4 feet
Water Level:	15.6 feet
Top of Boom:	Measured while stored =136.6 feet (56 degrees off horizontal) Estimated at travel angle(17.5 degrees off horizontal) = 69.6 feet
Height of Boom Hinge Pin:	31.9 feet
Boom Cradle:	Not Measured (obscured)
Top of Spud:	77.0 (Spud imbedded in river bottom)
Top of Deck:	Not Measured

6. Vessel Height

Self-Reported (Spuds)		Surveyed (Spuds)	
Air Draft:	75 feet	Air Draft:	75 feet (From Self Reporting)
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet (CRD)	Water Level:	16 feet (CRD)
Total Height:	101 feet	Total Height:	101 feet

7. History Notes

Date	Item
2/23/2012	Contacted by Jennifer Rabby
2/23/2012	Data sheet submitted
6/28/2012	Contacted by Pete Geiger for field measurement
7/5/2012	Field measured

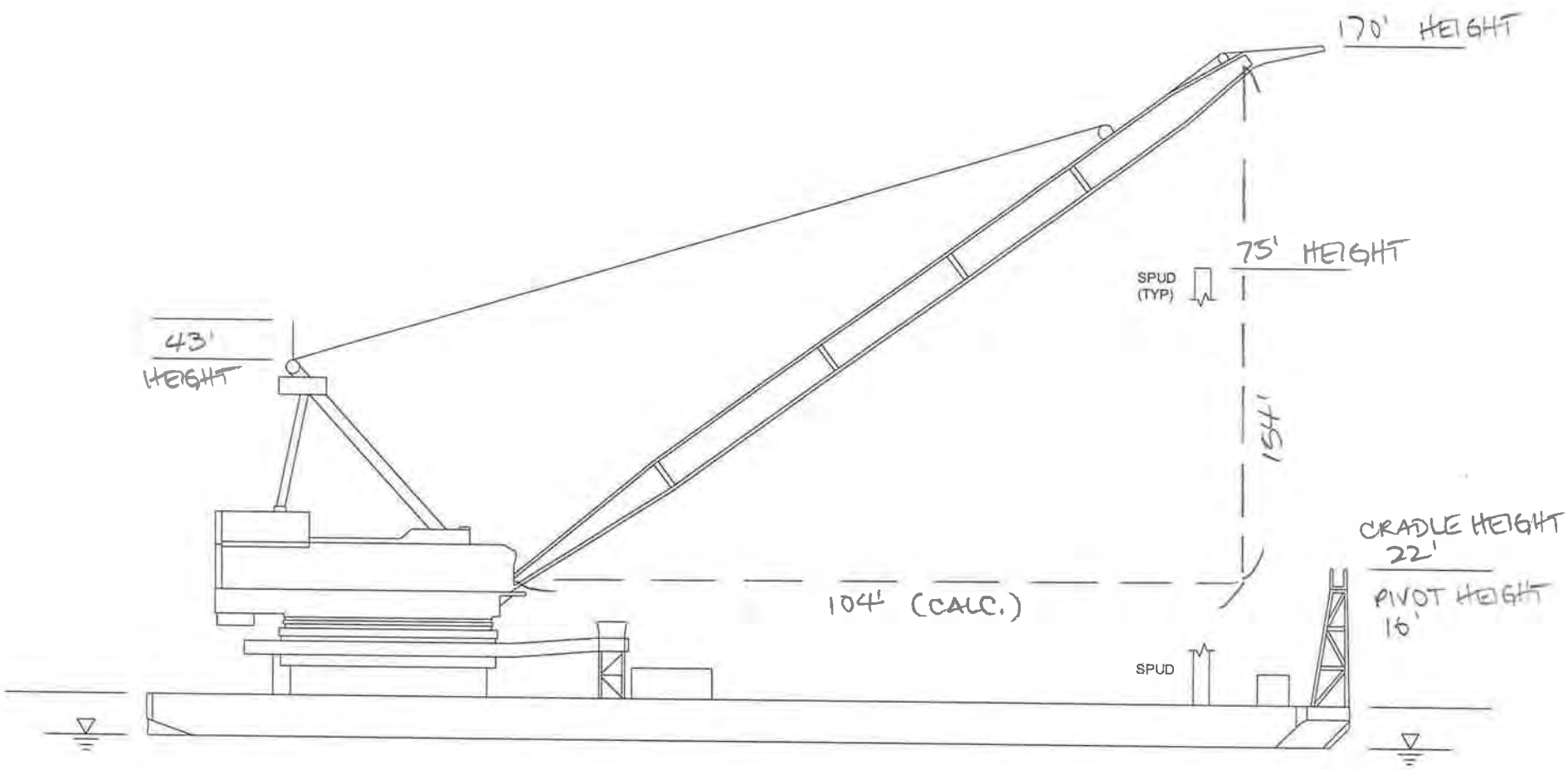


SEA LION

The Derrick Barge Sea Lion is a Manitowoc 60 Ton mounted crane on a 103' x 50'x 8' barge. Main draw-works power is provided by a Cummins diesel 300 HP She is set up with two winch controlled spuds. She was rebuilt in 1970. She has a minimum Height of 34.5' along with Minimum draft of 3' and Maximum draft of 5'. She has a 4,000 gallon fuel capacity which is separate from the hull. Clamshell Buckets available: 3 cy Yaun digging, 3.5 cy Esco digging, 3 cy Erie heavy duty digging, and 5 cy Yaun re-handle.

Spud Height 75' to water





SEA VULTURE
NAME

HICKEY MARINE
LOCATION

07-05-12
DATE

Vessel Height Verification Sheet

By: Pete Geiger Date: 5 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Hickey Marine Enterprises/HME Construction
   b. Name of contact: Greg Speyer/Darrell Jamieson
   c. Phone number (Office): [redacted] (Cell):
   d. Email: [redacted]
   e. Address: 6801 NW Old Lower River Road City: Vancouver
      State: WA Zip code: 98660
2. Vessel
   a. ID: b. Name: Sea Vulture
   c. Type: Derrick Barge with Crane d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Boom Elevated above Spuds; Bow Spud Up on Pin
   - Is a vessel specification sheet available? On ProjectSolve
   - Configuration shown on the sheet: not shown, plan view only
   - What is the lowest height configuration for transport? ~77 Feet (Bow Spud on Pin)

   b. What is the gantry configuration? Assembled with Pins Estimated gantry height: Not given

   c. Does the barge have spuds? Yes, Three
   - Height above waterline for travel? Bow = 77 feet Center (2) = 48 feet
   - Can the spuds be removed for travel? Only on very rare occasions
   - Work and cost involved in removing spuds? 4 hours to reset spuds. Need to find a site to harbor or tie up to. Spuds often need separate barge to transport them. Sea Vulture cannot reach its own spuds, necessitating a second crane.
4. Vessel Location
   a. Where is the vessel currently located? Columbia River

b. Is it working on a job? No Is it tied up to shore? Yes

c. What is the best time to make a trip to the vessel? Anytime, Just need a few days advance notice.

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	58.4 feet
Water Level:	15.6 feet
Top of Boom:	Measured while stored =185.8 feet (56 degrees off horizontal) Estimated at travel angle(17.5 degrees off horizontal) = 87.6 feet
Height of Boom Hinge Pin:	31.8 feet
Boom Cradle:	37.9 feet
Top of Spud:	90.7
Top of Deck:	Not Measured

6. Vessel Height

Self-Reported		Surveyed	
Air Draft:	77 feet	Air Draft:	75 Feet (Spud)
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet (CRD)	Water Level:	16 feet (CRD)
Total Height:	103 feet	Total Height:	101 feet

7. History Notes

Date	Item
2/23/2012	Contacted by Jennifer Rabby
2/23/2012	Data sheet submitted
6/28/2012	Contacted by Pete Geiger for field measurement
7/5/2012	Field measured

D.B. SEA VULTURE 60' X 112' X 10'

38' 5" TOP OF GANTRY TO DECK

11' 10" CENTER OF HEEL PIN TO DECK

26' 6" CENTER PIN TO BOW

30' CENTER PIN TO EDGE OF BARGE

23' CENTER PIN TO OUTSIDE EDGE OF COUNTERWEIGHT

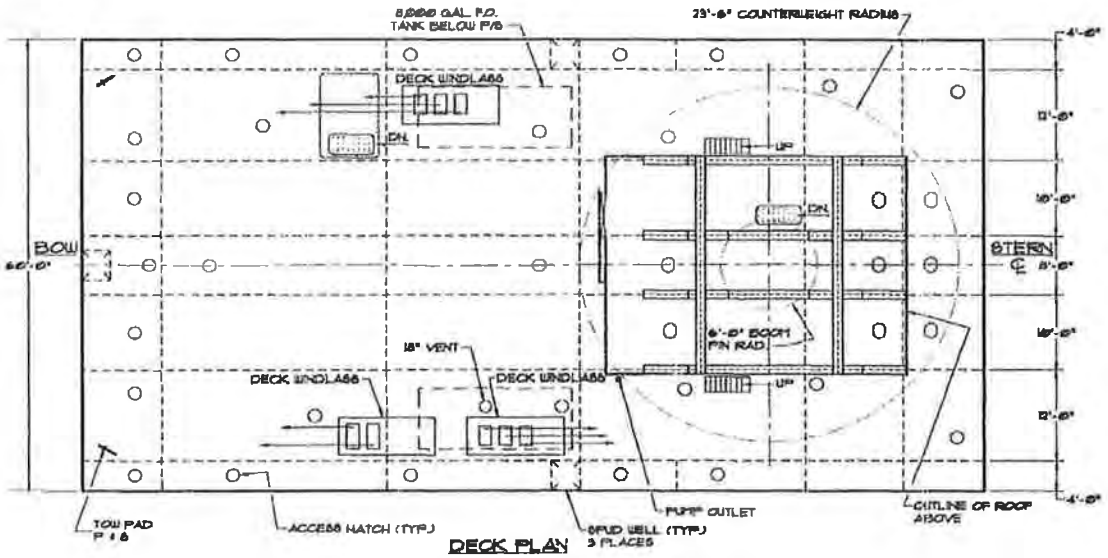
85' 6" CENTER PIN TO STERN

12' 6" COUNTERWEIGHT CLEARANCE TO SPUD

20' 6" HEEL PIN TO BOW

SPUDS: 77' ON PIN – WATER TO TOP 83' OVERALL PLUS 3' POINT

SHORT SPUDS: 48' ON PIN – WATER TO TOP 55' OVERALL PLUS 2' 6" POINT



DECK PLAN

Marine Contractors

Company: JE McAmis

Vessel:

- Heidi Renee

Company did not respond to IBR request. Information below was included in the CRC NIR.

Marine Contractors

Owner: J.E. McAmis

Vessel: Heidi Renee



River User Data Sheet By: Patty Gillett Date: 2-27-12

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: J.E. McAMIS, INC.
   b. Name of contact: Patty Gillett
   c. Phone number (Office): [redacted] d. (Cell): _____
   e. Email: [redacted]
   f. Address: 2485 Notre Dame Blvd.
   g. City: Chico
   h. State: CA i. Zip code: 95928

3a. Vessel Name: Heid, Renee 3b. Vessel Type: Barge

3c. US Coast Guard Document Number: 1232925

4a. Length Overall (LOA), feet: 211.2 4b. Beam (width), feet: 60

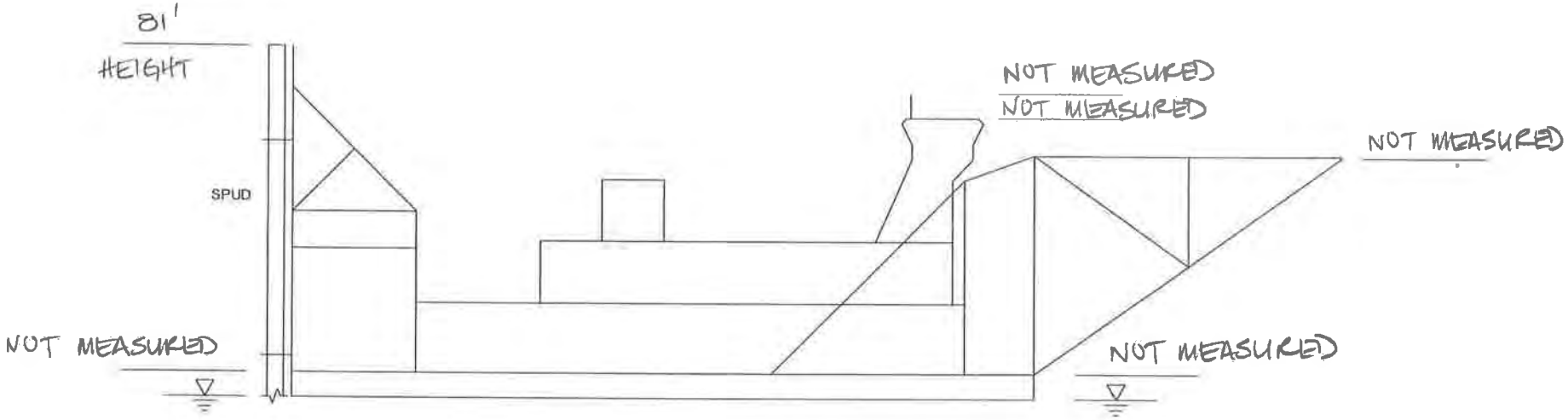
5. Draft (depth of hull below waterline, fully laden), feet: 12
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: ____
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): _____
8. Frequency of one-way passage underneath I-5 main channel (typical per month): 1

   Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___
9. Frequency of one-way passage underneath I-5 main channel (other historic events): 1
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): N/A

    Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): _____ N/A

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? no

13. Other miscellaneous



HEIDI RENEE
NAME

J.E. McAMIS
MEASURED AT
TONGUE POINT, ASTORIA, OR
LOCATION

07-10-12
DATE

Vessel Name	Owner	Antenna Elev (ft)	Mast Elev (ft)	Spud Elev (ft)	Boom Crane Elev (ft)	Gantry Elev (ft)	Pivot Pt Elev (ft)	Cradle Elev (ft)	Water Elev (ft)	Height Above Water
Ironwood	Tongue Point Job Corps Maritime Training Program	60.2	N/M	N/A	N/A	N/A	N/A	N/A	3.4	57
		77.4	N/M	N/A	N/A	N/A	N/A	N/A	3.4	74
		80.5	N/M	N/A	N/A	N/A	N/A	N/A	3.4	77
Heidi Renee	J.E. McAmis	N/A	N/A	82.8	N/A	N/A	N/A	N/A	2.2	81
Carr	Bergerson Construction Inc.	N/A	N/A	79.1	N/M	N/M	N/M	N/A	1.8	77
		N/A	N/A	80.2	N/M	N/M	N/M	N/A	1.8	78
		N/A	N/A	N/M	53.5	N/M	N/M	N/A	1.8	52
		N/A	N/A	N/M	94.8	N/M	N/M	N/A	1.8	93
Betsy Ross	Bergerson Construction Inc.	N/A	N/A	71.0	NM	N/M	N/M	N/M	3.0	68
		N/A	N/A	N/M	69.3	N/M	N/M	N/M	3.0	66
		N/A	N/A	N/M	158.4	N/M	N/M	N/M	3.0	155
		N/A	N/A	71.4	NM	N/M	N/M	N/M	3.0	68

N/A - does not exist
N/M - exists but not measured

Vessel Height Verification Sheet

By: Karl Krcma Date: 10 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: J.E. McAmis
   b. Name of contact: John McAmis, Jr (Chico, CA)/Aaron Anderson (Astoria, OR)
   c. Phone number (Office): [redacted] (J.McAmis) (Cell): [redacted] (A.Anderson)
   d. Email: [redacted]
   e. Address: 2485 Notre Dame Bldv City: Chico
      State: CA Zip code: 95928
2. Vessel
   a. ID: b. Name: Heidi Renee
   c. Type: Spud Barge d. USCG Document Number: 1232925
3. Vessel Configuration
   a. Identify vessel configuration: Spuds Up on Pin
   - Is a vessel specification sheet available? No
   - Configuration shown on the sheet: not shown, photo only
   - What is the lowest height configuration for transport? ~81 Feet (Spud on Pin)

   b. What is the gantry configuration? N/A Estimated gantry height: N/A
   c. Does the barge have spuds? Yes, Two
   - Height above waterline for travel? Center (2) = 81 feet
   - Can the spuds be removed for travel? Only on very rare occasions
   - Work and cost involved in removing spuds? ½ day to full day to reset spuds. Need to find a site to harbor or tie up to. Need a crane to lift spuds.
4. Vessel Location
   a. Where is the vessel currently located? Tongue Point, Astoria, Columbia River
   b. Is it working on a job? No Is it tied up to shore? Yes

c. What is the best time to make a trip to the vessel? Prior August.

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	N/A
Water Level:	15.6 feet
Top of Boom:	N/A
Height of Boom Hinge Pin:	N/A
Boom Cradle:	N/A
Top of Spud:	81 feet
Top of Deck:	Not Measured

6. Vessel Height

Self-Reported		Surveyed	
Air Draft:	70 feet	Air Draft:	81 feet
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet (CRD)	Water Level:	16 feet (CRD)
Total Height:	96 feet	Total Height:	107 feet

7. History Notes

Date	Item
2/17/2012	Contacted by Megan Nelson
2/27/2012	Data sheet submitted
6/28/2012	Contacted by Karl Krcma for field measurement
7/10/2012	Field measured
7/17/2012	New data sheet submitted

Marine Contractors

Company: JT Marine

Vessels:

- Christy T
- Irene T
- DB Astoria
- DB Taylor
- LeAnne T

Company provided data sheets to the IBR Program. Data sheets are included below, followed by the information included in the CRC NIR.

Company/Owner Name: JT Marine, Inc.

Vessel Name:
Cristy T

Vessel Type:
Tug

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:
231849

Primary Mooring Location *(waterway milepoint, if known)***:**
JT Marine Vancouver, WA

Type and quantity of cargo, if applicable:

Length (overall; ft):
99.3

Beam (width; ft):
24

Draft (ft) - *depth of hull below waterline, fully laden*:
10

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:
55

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:
10

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:
100' (always pushing a tow)

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:
all year long

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan____10___ **Feb**____10___ **Mar**____10____ **Apr**____10___ **May**__10_____ **June**____10___

Jul___10____ **Aug**____10___ **Sep**_____10__ **Oct**___10_____ **Nov**___10____ **Dec**____10_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan___1_____ **Feb**____1_____ **Mar**____1_____ **Apr**____1_____ **May**_____1____ **June**_____1____

Jul_____1____ **Aug**____1_____ **Sep**_____1____ **Oct**_____1____ **Nov**_____1___ **Dec**_____1_____

Company/Owner Name: JT Marine, Inc.

Vessel Name:
DB Astoria

Vessel Type:
Crane barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
118

Beam (width; ft):
33

Draft (ft) - *depth of hull below waterline, fully laden*:

4

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

80 with spuds; 30 spuds out

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

10

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan____10___ **Feb**____10___ **Mar**____10____ **Apr**____10___ **May**__10_____ **June**____10___

Jul___10____ **Aug**____10___ **Sep**_____10__ **Oct**___10_____ **Nov**___10____ **Dec**____10_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan___1_____ **Feb**____1_____ **Mar**____1_____ **Apr**____1_____ **May**_____1____ **June**_____1____

Jul_____1____ **Aug**____1_____ **Sep**_____1____ **Oct**_____1____ **Nov**_____1___ **Dec**_____1_____

Company/Owner Name: JT Marine, Inc.

Vessel Name:
DB Taylor

Vessel Type:
Crane barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:
514786

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
148

Beam (width; ft):
50

Draft (ft) - *depth of hull below waterline, fully laden*:

5

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

90' w/ spuds 75' w/ spuds out

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

10

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

60'

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan____10___ **Feb**____10___ **Mar**____10____ **Apr**____10___ **May**__10_____ **June**____10___

Jul___10____ **Aug**____10___ **Sep**_____10__ **Oct**___10_____ **Nov**___10____ **Dec**____10_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan___1_____ **Feb**____1_____ **Mar**____1_____ **Apr**____1_____ **May**_____1____ **June**_____1____

Jul_____1____ **Aug**____1_____ **Sep**_____1____ **Oct**_____1____ **Nov**_____1___ **Dec**_____1_____

Company/Owner Name: JT Marine, Inc.

Vessel Name:
Irene T

Vessel Type:
Tug

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial

USCG Document Number:
241235

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
62

Beam (width; ft):
18

Draft (ft) - *depth of hull below waterline, fully laden*:

8

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

50

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

10

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan____10___ **Feb**____10___ **Mar**____10____ **Apr**____10___ **May**__10_____ **June**____10___

Jul___10____ **Aug**____10___ **Sep**_____10__ **Oct**___10_____ **Nov**___10____ **Dec**____10_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan___1_____ **Feb**____1_____ **Mar**____1_____ **Apr**____1_____ **May**_____1____ **June**_____1____

Jul_____1____ **Aug**____1_____ **Sep**_____1____ **Oct**_____1____ **Nov**_____1___ **Dec**_____1_____

Company/Owner Name:

Vessel Name:
LeAnn T

Vessel Type:
Tow boat

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Choose an item.
Comemrcial

USCG Document Number:
250205

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
72.3'

Beam (width; ft):
22.3'

Draft (ft) - *depth of hull below waterline, fully laden*:
7.9'

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan__10__ **Feb**__10__ **Mar**__10__ **Apr**__10__ **May**__10__ **June**__10__

Jul__10__ **Aug**__10__ **Sep**__10__ **Oct**__10__ **Nov**__10__ **Dec**__10__

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

Marine Contractors

Owner: JT Marine

Vessel: DB Astoria



Columbia River CROSSING



River User Data Sheet

By: Irene T Date: 3-22-2012

1. Company name and/or owner of vessel and contact information

Name of company: JT Marine Inc.

Name of contact: Irene Torstad

Phone number (Office): [redacted] (Cell):

Email: [redacted]

Address: 2301 SE Hidden Way, Suite 100

City: Vancouver State: WA Zip code: 98661

3a. Vessel name: DB Astoria **3b. Vessel type:** crane barge

3c. U.S. Coast Guard Document Number: N/A

4a. Length Overall (LOA), **feet:** 118' **4b. Beam** (width), **feet:** 33'

5. Draft (depth of hull below waterline, fully laden), **feet:** 4'

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), **feet:** 100'

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 10'

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan 10 Feb 10 Mar 10 Apr 10 May 10 Jun 10 Jul 10 Aug 10 Sep 10 Oct 10 Nov 10 Dec 10

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

Jan 1 Feb 1 Mar 1 Apr 1 May 1 Jun 1 Jul 1 Aug 1 Sep 1 Oct 1 Nov 1 Dec 1

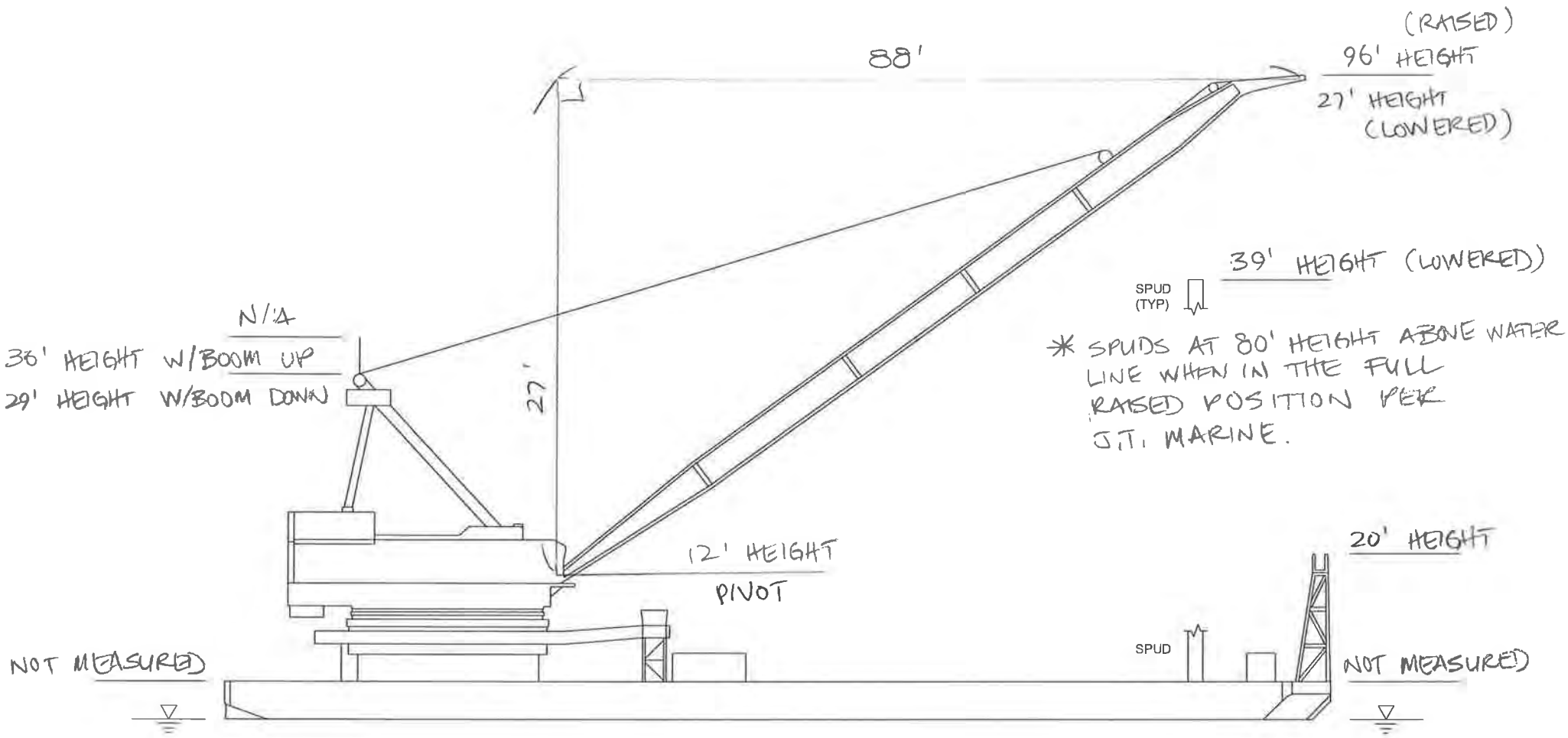
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

12. Do you have a business plan (e.g. 10 or 20 year plan)? N/A

What does it say related to vessels traveling under the I-5 Bridge or into North Portland Harbor (Oregon Slough)?

May we have a copy?

13. Other (additional sheets may be attached.) N/A



DB ASTORIA

NAME

J.T. MARINE
MEASURED AT
VANCOUVER, WA

LOCATION

07-12-12

DATE

Vessel Name	Owner	Antenna Elev (ft)	Mast Elev (ft)	Spud Elev (ft)	Boom Crane Elev (ft)	Gantry Elev (ft)	Pivot Pt Elev (ft)	Cradle Elev (ft)	Water Elev (ft)	Height Above Water
DB Taylor	J.T. Marine	N/A	N/A				35.0		13.8	21
		N/A	N/A		192.7				13.8	179
		N/A	N/A			65.3			13.8	51
		N/A	N/A	62.4					13.8	49
		N/A	N/A					38.9	13.8	25
		N/A	N/A		182.4				13.8	169
DB Astoria	J.T. Marine	N/A	N/A			51.3			14.8	36
		N/A	N/A		111.0				14.8	96
		N/A	N/A				26.9		14.8	12
		N/A	N/A	53.9					14.8	39
		N/A	N/A					34.9	14.8	20
		N/A	N/A		41.5				14.8	27
		N/A	N/A			43.9			14.8	29

N/A - does not exist

Vessel Height Verification Sheet

By: Pete Geiger Date: 12 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: JT Marine
   b. Name of contact: Waino Toristoja
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 2301 SW Hidden Way, #100 City: Vancouver
      State: WA Zip code: 98661
2. Vessel
   a. ID: b. Name: DB Astoria
   c. Type: Crane Barge d. USCG Document Number: N/A
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge
   - Is a vessel specification sheet available? No
   - Configuration shown on the sheet: N/A
   - What is the lowest height configuration for transport? Crane down in cradle, spuds up and pinned

   b. What is the gantry configuration? Pinned Estimated gantry height: Not given

   c. Does the barge have spuds? Yes two foreward port and aft starboard. Both Spuds down
   - Height above waterline for travel? 80 Feet
   - Can the spuds be removed for travel? Only in very special circumstances when they travel far upriver on the Columbia
   - Work and cost involved in removing spuds? 4 hours each spud to re-install; need to tie up to a dock near the work area. Cannot lift both spuds with own crane.

4. Vessel Location
   a. Where is the vessel currently located? Columbia River
   b. Is it working on a job? No Is it tied up to shore? Yes
   c. What is the best time to make a trip to the vessel? Anytime just give him 1 day notice

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	51.3 feet
Water Level:	14.8 feet
Top of Boom:	Measured while working = 111 feet (71 degrees off horizontal) Estimated height while traveling: 27 feet
Height of Boom Hinge Pin:	26.9 feet
Boom Cradle:	34.9 feet
Top of Spud:	53.9 – spuds in down position

6. Vessel Height

Self-Reported		Surveyed	
Air Draft:	80 feet (top of spuds)	Air Draft:	36.5 feet
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet CRD	Water Level:	16 feet CRD
Total Height:	106 feet	Total Height:	62.5 feet[1]

[1] Note: The spuds were in the down position when surveyed.

7. History Notes

Date	Item
3/27/2012	Contacted by Ron Del Rosario
3/28/2012	Data sheet submitted
6/28/2012	Contacted by Pete Geiger for field measurement
7/12/2012	Field measured

Marine Contractors

Owner: JT Marine

Vessel: DB Taylor



Columbia River CROSSING



River User Data Sheet

By: Irene T Date: 3-22-2012

1. Company name and/or owner of vessel and contact information

Name of company: JT Marine Inc

Name of contact: Irene Toristora

Phone number (Office): [redacted] (Cell):

Email: [redacted]

Address: 2301 SE Hidden town, Suite 100

City: Vancouver State: WA Zip code: 98661

3a. Vessel name: DB Taylor **3b. Vessel type:** Crane barge

3c. U.S. Coast Guard Document Number: 514786

4a. Length Overall (LOA), **feet:** 148' **4b. Beam** (width), **feet:** 50'

5. Draft (depth of hull below waterline, fully laden), **feet:** 5'

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), **feet:** ~~150~~ 143' as per Irene Toristora 3/27/12

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 10'

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan 10 Feb 10 Mar 10 Apr 10 May 10 Jun 10 Jul 10 Aug 10 Sep 10 Oct 10 Nov 10 Dec 10

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

Jan 1 Feb 1 Mar 1 Apr 1 May 1 Jun 1 Jul 1 Aug 1 Sep 1 Oct 1 Nov 1 Dec 1

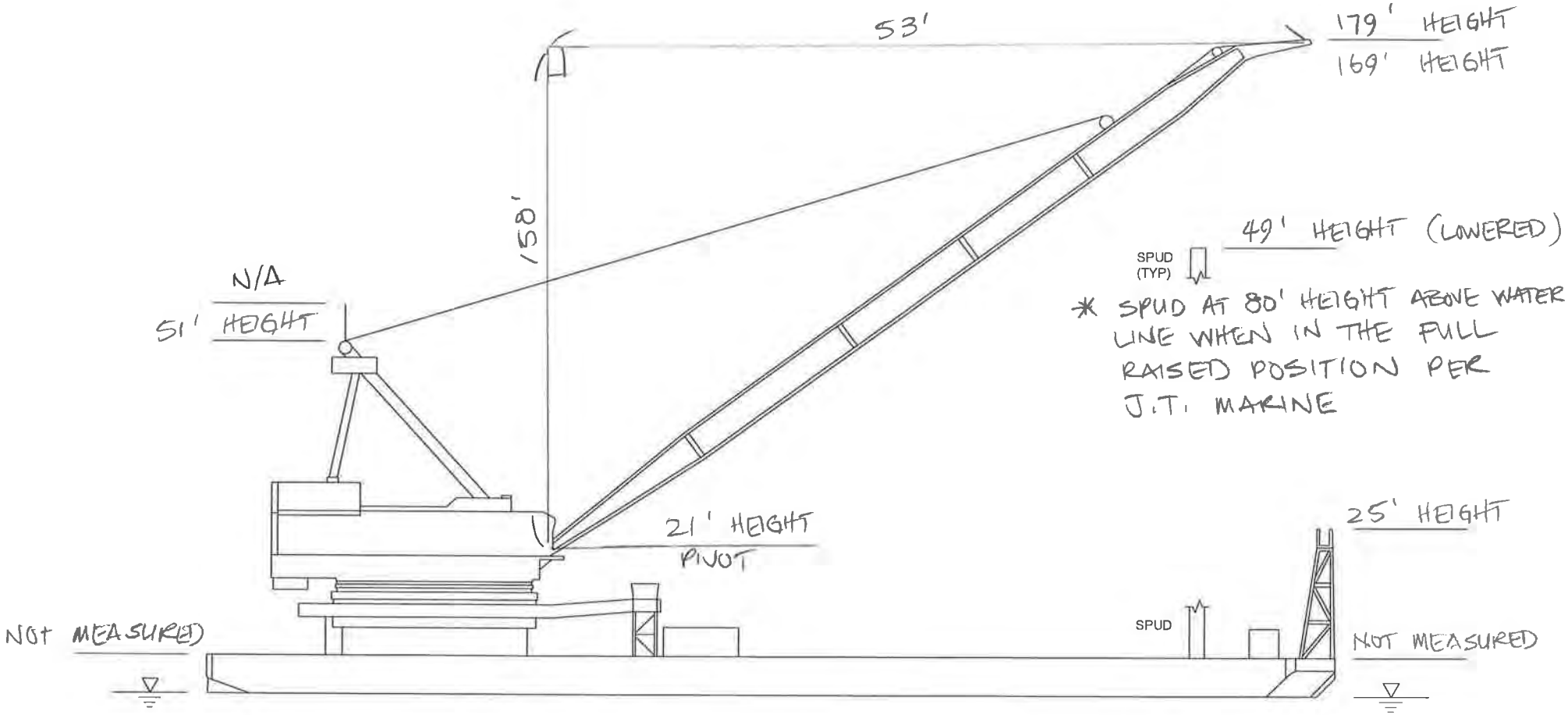
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

12. Do you have a business plan (e.g. 10 or 20 year plan)? NO

What does it say related to vessels traveling under the I-5 Bridge or into North Portland Harbor (Oregon Slough)?

May we have a copy?

13. Other (additional sheets may be attached.) NA



DB TAYLOR
NAME

J.T. MARINE
MEASURED AT
SELLWOOD BRIDGE, PORTLAND, OR
LOCATION

07-12-12
DATE

Vessel Height Verification Sheet

By: Pete Geiger Date: 12 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: JT Marine
   b. Name of contact: Waino Toristoja
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 2301 SW Hidden Way, #100 City: Vancouver
      State: WA Zip code: 98661
2. Vessel
   a. ID: b. Name: DB Taylor
   c. Type: Crane Barge d. USCG Document Number: 514786
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge
   - Is a vessel specification sheet available? No
   - Configuration shown on the sheet: N/A
   - What is the lowest height configuration for transport? Crane down in cradle, spuds up and pinned

   b. What is the gantry configuration? Pinned Estimated gantry height: Not given

   c. Does the barge have spuds? Yes two midpoint. Spuds currently down
   - Height above waterline for travel? 80 Feet
   - Can the spuds be removed for travel? Only in very special circumstances when they travel far upriver on the Columbia
   - Work and cost involved in removing spuds? 4 hours each spud to re-install; need to tie up to a dock near the work area. Can lift both spuds with own crane.

4. Vessel Location
   a. Where is the vessel currently located? Willamette River Sellwood Bridge
   b. Is it working on a job? Yes Is it tied up to shore? No
   c. What is the best time to make a trip to the vessel? Anytime just give him 1 day notice

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	65.3 feet
Water Level:	13.8 feet
Top of Boom[1]:	Measured while working = 192.7 feet (71 degrees off horizontal) Estimated height at travel angle: • 220 foot long boom: 131 feet • 166.6 foot long boom: 51 feet (limit is the gantry height)
Height of Boom Hinge Pin:	35.0 feet
Boom Cradle:	38.9 feet
Top of Spud:	62.4 feet – spuds in down position[2]

[1] Note: JT Marine reported that they use two different booms on the DB Taylor; one with a length of 220 feet and one with a length of 166.6 feet.

[2] JT Marine self reported that the height to the top of their spuds are 80 feet.

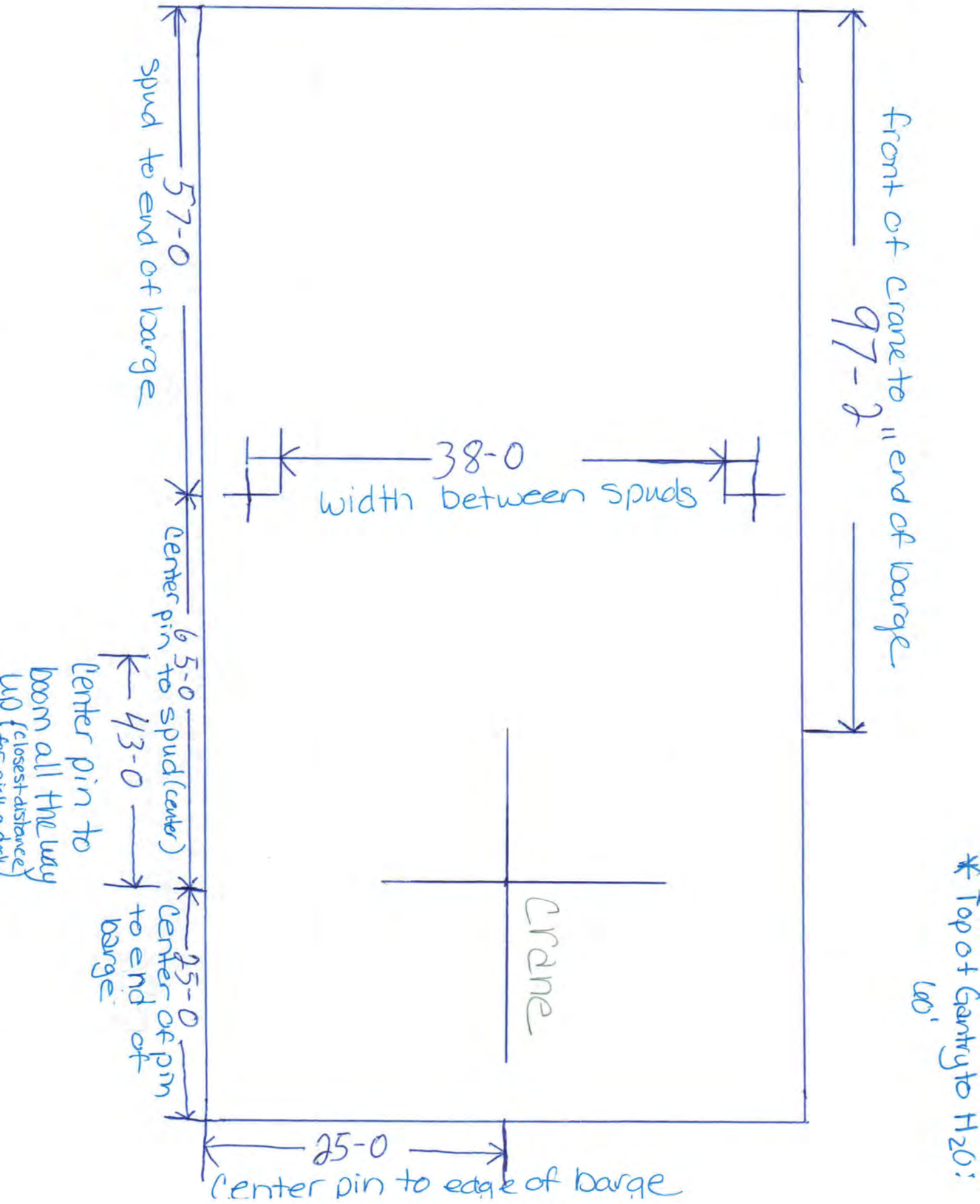
6. Vessel Height

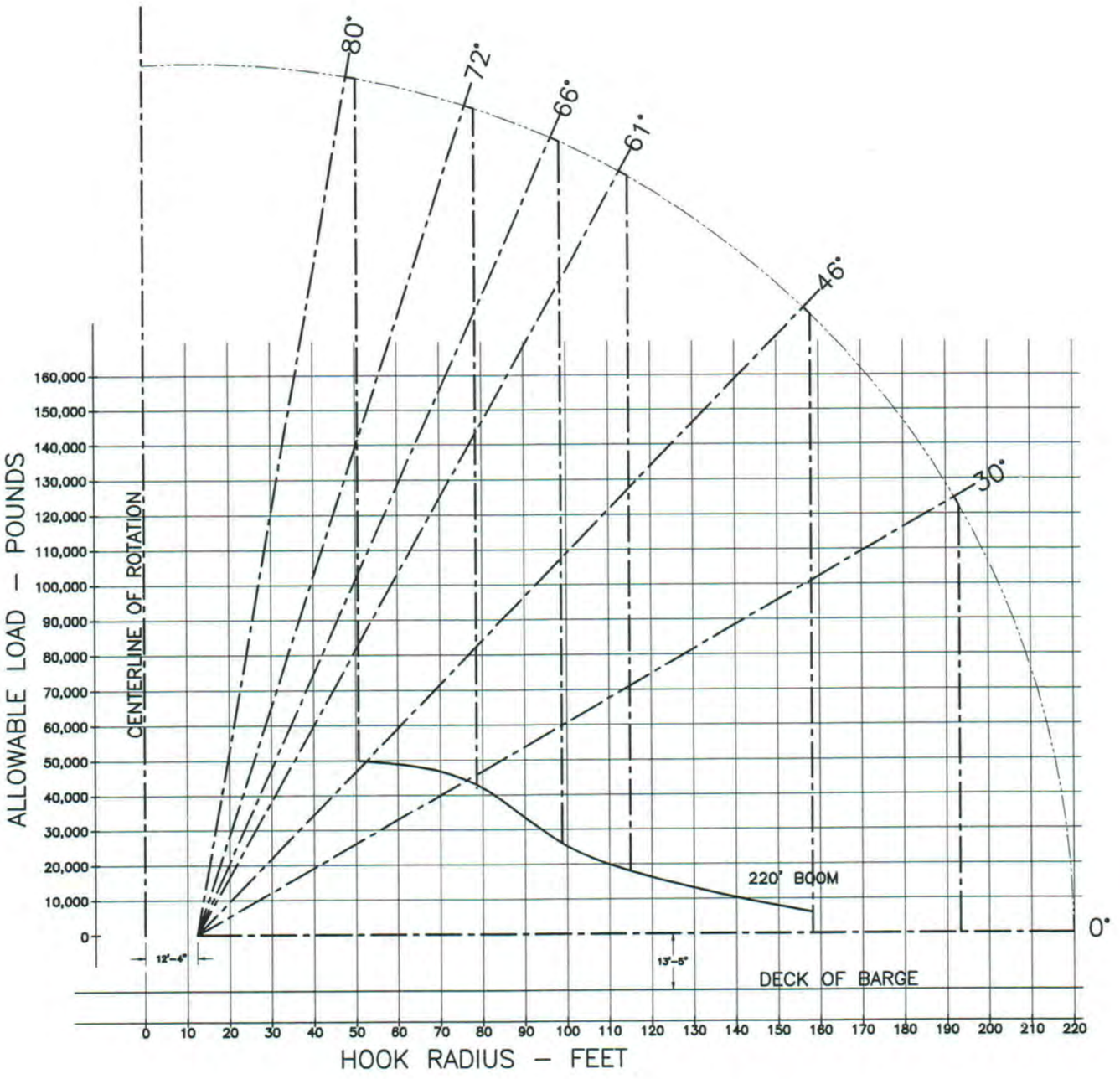
Self-Reported		Surveyed[1]	
166.6 foot boom		220 foot boom	
Air Draft:	80 feet (top of spuds)	Air Draft:	131 feet
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet CRD	Water Level:	16 feet CRD
Total Height:	106 feet	Total Height:	157 feet

[1] Note: The surveyed air draft measurement shown is the estimated travel height based on the surveyed boom length.

7. History Notes

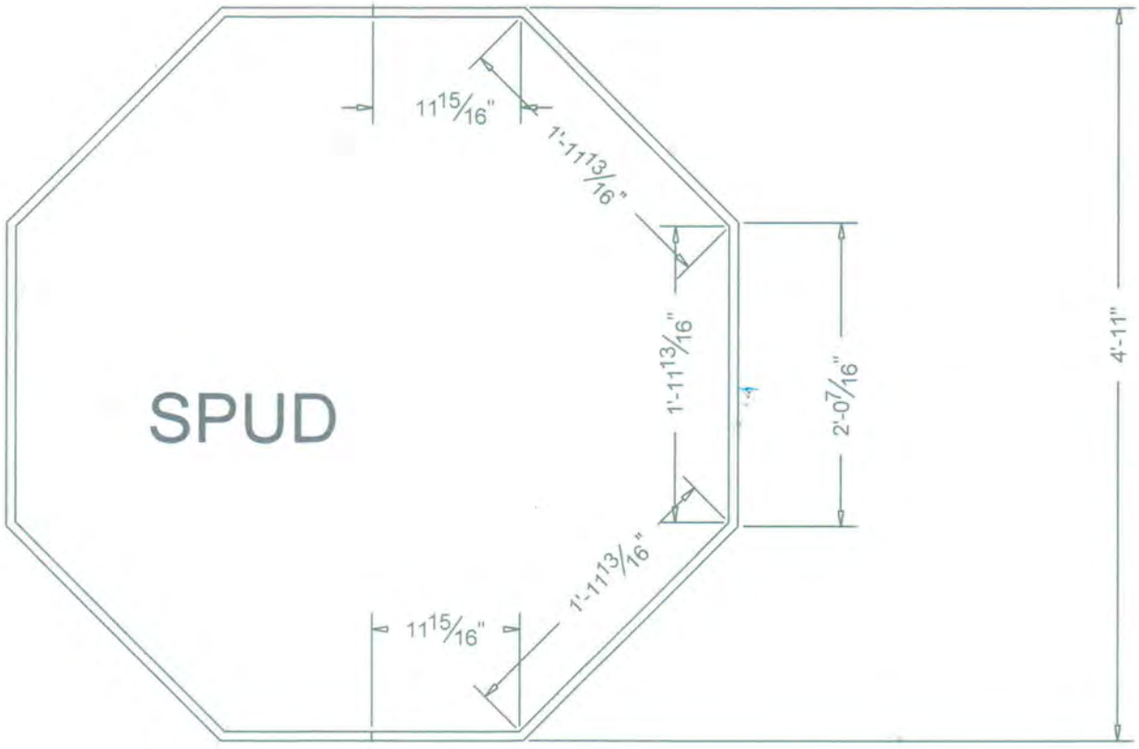
Date	Item
3/27/2012	Contacted by Ron Del Rosario
3/28/2012	Data sheet submitted
6/28/2012	Contacted by Pete Geiger for field measurement
7/12/2012	Field measured


front of crane to end of barge
97-2"
57-0
spud to end of barge
38-0
width between spuds
center pin to spud (center)
65-0
43-0
center pin to boom all the way up (closest distance)
25-0
center of pin to end of barge
Crane
25-0
center pin to edge of barge
* Top of Gantry to H20: 60'

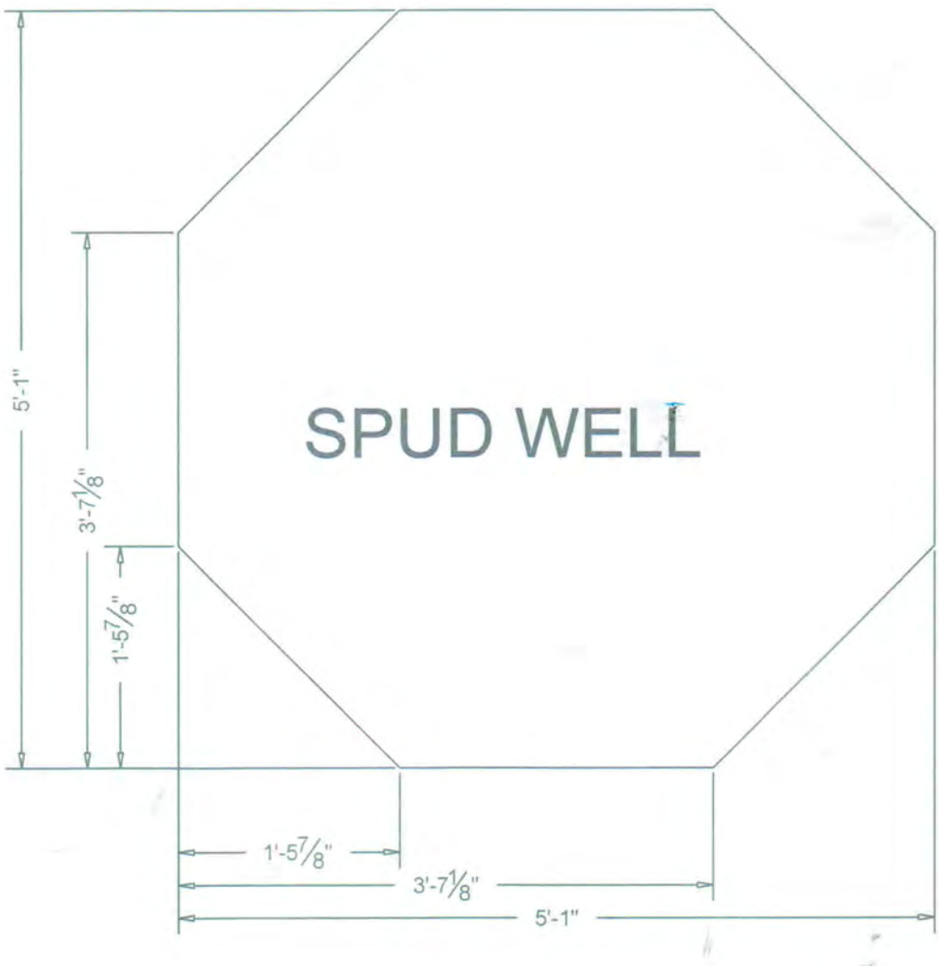


DERRICK BARGE TAYLOR
MAIN HOOK – ALLOWABLE LOAD
WITH 220 FOOT BOOM

McKERNAN FILE: P10–07
BY: JCMcK 2–12–11



Hi-Tech Metal Fabrication Inc. 2301 SE Hidden Way, Suite 100 Vancouver, WA 98661	CUSTOMER	SCALE	NA
	ADDRESS	DRAWN BY	WG
	ADDRESS	DATE	2/27/2011
		DRAWING #	
		REV	0
?		JOB #	


SPUD WELL
5'-1"
3'-7 1/8"
1'-5 7/8"
1'-5 7/8"
3'-7 1/8"
5'-1"

Marine Contractors

Company: Knife River

Vessels:

- KR-1
- ITB-282

Company did not respond to IBR request. Information below for KR-1 was included in the CRC NIR. Information for ITB-282 was included in the Hood River-White Salmon Bridge Replacement NIR.

Marine Contractors

Owner: Knife River

Vessel: KR-1

River User Data Sheet By: [redacted] Date: 3-6-12

1. Company Name and/or Owner of Vessel and contact information

a. Name of company: **Knife River Northwest**

b. Name of contact: Dave Jensen

c. Phone number (Office): [redacted] d. (Cell): [redacted]

e. Email: [redacted]

f. Address: 12222 NW Marina Way

g. City: Portland

h. State: OR i. Zip code: 97231-2300

3a. Vessel Name: KR-1 3b. Vessel Type: Deck Barge

3c. US Coast Guard Document Number: 590980

4a. Length Overall (LOA), feet: 282' 4b. Beam (width), feet: 78'

5. Draft (depth of hull below waterline, fully laden), feet: 13.5'

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 48.5'

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 5'

8. Frequency of one-way passage underneath I-5 main channel (typical per month):
Jan _4_ Feb _4_ Mar_6_ Apr_6_ May_8_ Jun_12_ Jul_16_Aug_18_Sep_18_Oct_12_Nov_4_Dec_4_

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): N/A
Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): N/A

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? Nothing formalized at this time. As the economy recovers, the frequency of trips under the bridge will increase – possibly twice as much.

13. Other miscellaneous

VESSEL DATA SHEET

Please fill out the data sheet below. Please complete a data sheet for each vessel in your fleet that transits under the Hood River – White Salmon Bridge. In addition, please note any future vessel or cargo plans that might require different vessels to transit under the bridge.

Company Name:

Vessel Name:
Current name: ITB-282

Vessel Type:
Deck Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Choose an item.
Commercial

USCG Document Number:
596502

Primary Mooring Location *(waterway milepoint, if known)***:**
Sundial

Type and quantity of cargo, if applicable:
Aggregate

Length (overall; ft):
282

Beam (width; ft):
78

Draft (ft) - *depth of hull below waterline, fully laden*:
13.5

VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

48.5

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

5

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Frequency of passage under HR-WS Bridge:

Most likely never

Transit speed under HR-WS Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):*Choose an item.

Please identify any future vessel or cargo plans that might require different vessels to transit under the bridge. Attach additional pages as needed.

Marine Contractors

Company: Manson Construction Company

Vessel:

- Derrick No. 24
- Haakon

Company did not respond to IBR request. Information below was included in the CRC NIR.

Marine Contractors

Owner: Manson Construction

Vessel: Derrick No. 24

MANSON CONSTRUCTION CO.

Serving the Nation's Waterways Since 1905

Fleet

Derrick Barges/Clamshell Dredges "Derrick #24"



"Derrick #24" Specifications

Dimensions

Length:
200 ft / 60.9 m

Beam:
84 ft / 25.6 m

Depth:
13 ft / 3.96 m

Draft:
6 ft / 1.8 m

Operating Parameters

Maximum Linepull w/ boom extended 65 ft (19.8 m):
800,000 lb / 3,558 kN

Fuel:
40,000 gal / 151,400

©2008 Manson Construction Co. Seattle Office (Headquarters): 5209 East Marginal Way S., Seattle, WA 98134
Phone: (206) 762-0850 • Fax: (206) 764-8590 • email@mansonconstruction.com • www.mansoncontruction.com

Columbia River CROSSING



River User Data Sheet

By: RALPH PETEREIT Date: 2/27/2012

1. Company Name and/or Owner of Vessel and contact information

Name of company: MANSON CONSTRUCTION CO.

Name of contact: RANDY THORSEN

Phone number (Office): [redacted] (Cell): [redacted]

Email: [redacted]

Address: 5209 E. MARGINAL WAY S.

City: SEATTLE State: WA Zip code: 98134

3a. Vessel Name: DERRICK NO. 24 **3b. Vessel Type:** FLOATING CRANE / DERRICK BARGE

3c. US Coast Guard Document Number:

4a. Length Overall (LOA), **feet:** 200 **4b. Beam** (width), **feet:** 90

5. Draft (depth of hull below waterline, fully laden), **feet:** 6

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), **feet:** 99

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 5-10

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? NOT AVAILABLE

What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)?

May we have a copy?

13. Other miscellaneous LOCATED IN SEATTLE AND IS THE LARGEST BARGE IN THE PACIFIC NW. THIS BARGE HAS NOT BEEN UP THE COLUMBIA RIVER IN OVER 10 YEARS. NO CURRENT PLANS TO RELOCATE THIS BARGE TO THE COLUMBIA RIVER.

Vessel Height Verification Sheet

By: Ralph Petereit Date: July 21, 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Manson Construction Co.
   b. Name of contact: Randy Thorsen – Northwest Operations Manager
   c. Phone number (Office): [redacted] (Cell): (206) [redacted]
   d. Email: [redacted]
   e. Address: 5209 E. Marginal Way City: Seattle
      State: WA Zip code: 98124
2. Vessel
   a. ID: b. Name: Derrick 24
   c. Type: Crane Barge d. USCG Document Number: 657491
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: Yes
   - What is the lowest height configuration for transport? Gantry Height

   b. What is the gantry configuration? Estimated gantry height: 98 ft 7 in
   c. Does the barge have spuds? Yes
   - Height above waterline for travel? 98 ft 7 in
   - Can the spuds be removed for travel? Yes
   - Work and cost involved in removing spuds?
4. Vessel Location
   a. Where is the vessel currently located? Lake Washington, WA.
   b. Is it working on a job? Yes – 520 Bridge Replacement Is it tied up to shore? No
   c. What is the best time to make a trip to the vessel? None currently

5. Measurements from Spec Sheet

Gantry Height:	98 ft 7 in
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	

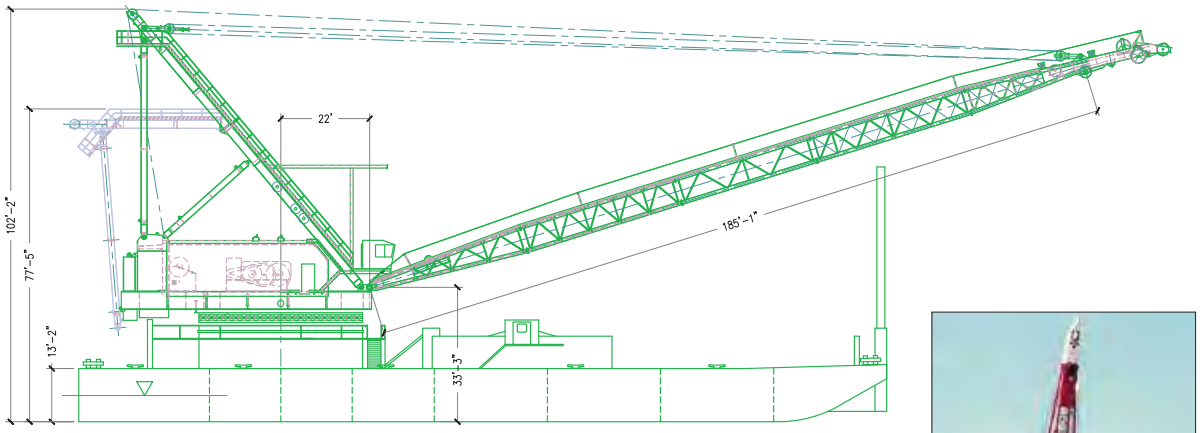
6. Vessel Height

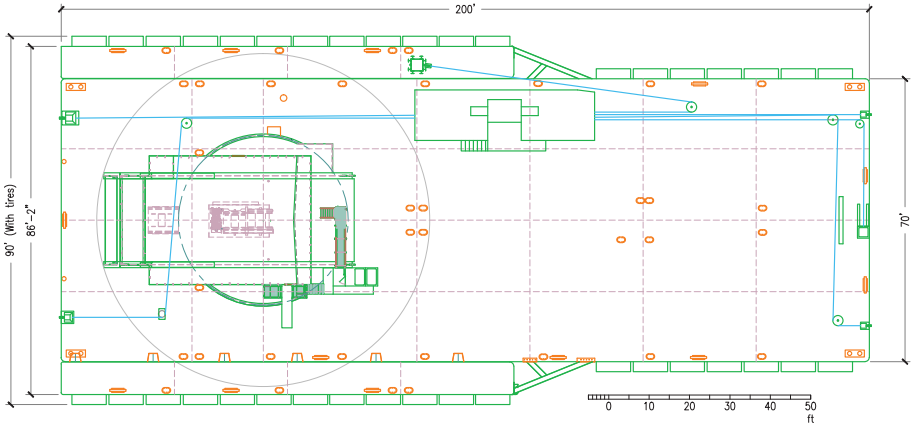
Self-Reported		From Spec Sheet	
Air Draft:	99 ft	Air Draft:	98 ft 7 in
Air Gap:	5 – 10 ft	Air Gap:	10
Water Level:	16	Water Level:	16
Total Height:	125 ft	Total Height:	124 ft 7 in

7. History Notes

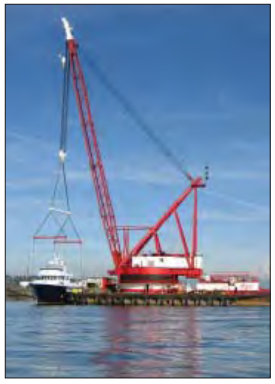
Date	Item
6/27/2012	Called and left message for Randy Thorsen – NW Ops Manager
7/9/2012	Called Randy, was told to send e-mail
7/9/2012	Sent-mail with information request
7/21/2012	Still no reply

Manson Derrick *24*









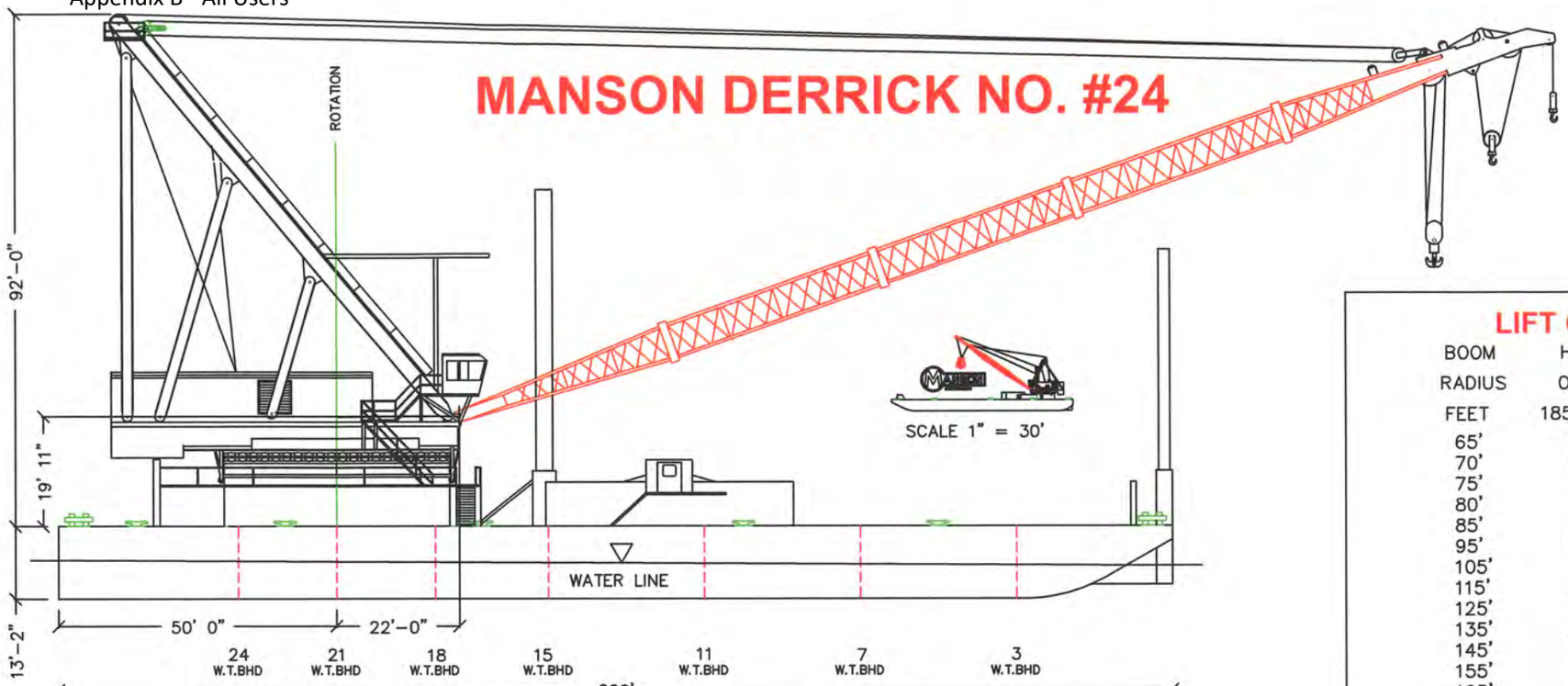
Principal Characteristics	
Length Overall	200'-0"
Beam Overall (With Pontoons & Tires)	90'-0"
Beam Overall (With Pontoons)	86'-2"
Beam Overall (W/O Pontoon)	78'-0"
Barge Depth	13'-0"
Minimum Draft	7'-0"
Distance Deck to Boom Heel	22'-3"
Boom Length to Main Block	185'-0"
Boom Length to 2-Part Whip	156'-0"
Boom Length to Whip	207'-2"
Boom Length Main to Whip	22'-0"
Spuds - 92' Each, Good to 70' Depth	2 - Each

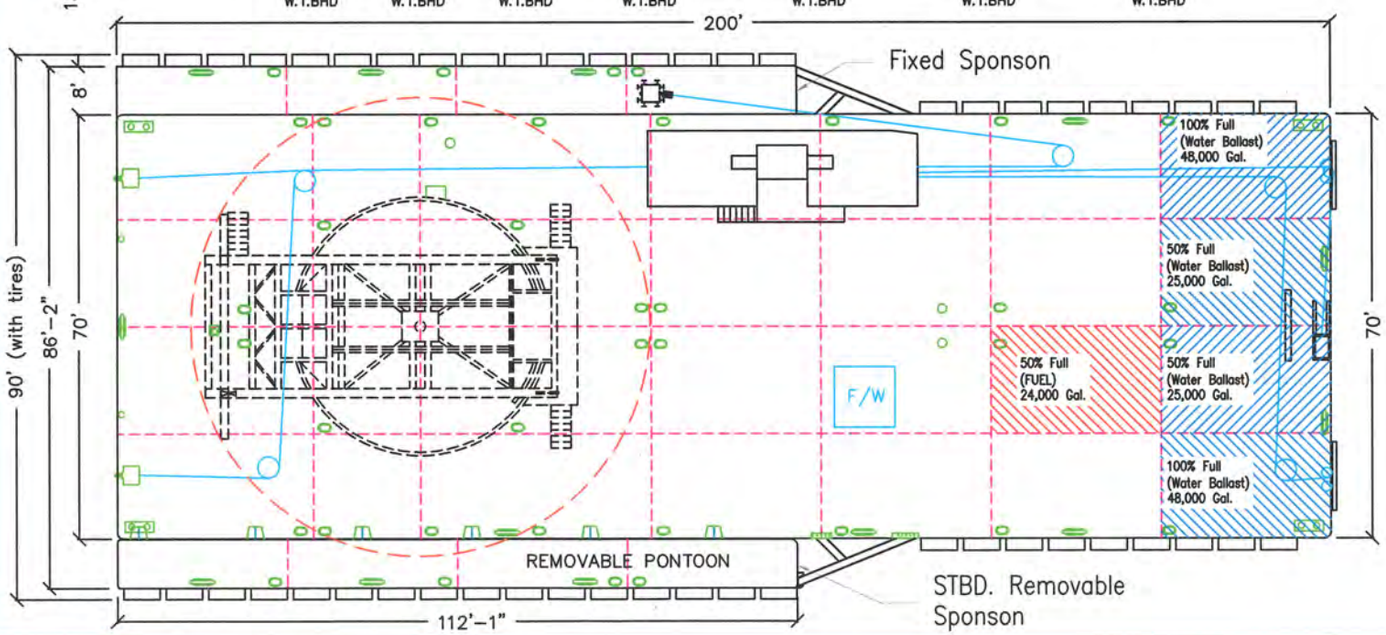


Miscellaneous Characteristics	
Crane Manufacture	Clyde Iron Works
Model Number	42-DE-145
Serial Number	CW 3931
Circle Diameter	42' Diameter
Rigging Wire	
Main Hoist	5,150' 1 1/4" 6x26
2-Part Whip	1,150' 1 1/4" 6x26
Whip Line	550' 1" 6x26
Boom (Topping Gear)	5,250' 1 1/4" 6x26

Miscellaneous Characteristics	
Spud Wire	
Side Spud	360' 1 1/4"
Stern Spud	360' 1 1/4
Anchor Wire	
Stern Anchors (2)	1,700' 1 1/4" 6x26
Bow Anchors (2)	1,700' 1 1/4" 6x26
Normal Fues Capacity	40,000 Gallons (1"=307 Gallons)
Boom (Topping Gear)	3,000 Gallons

MANSON DERRICK NO. #24





PRINCIPAL CHARACTERISTICS

LENGTH OVERALL	200'-0"
BEAM OVERALL (WITH PONTOONS & TIRES)	90'-0"
BEAM OVERALL (WITH PONTOONS)	86'-2"
BEAM OVERALL (W/O PONTOON)	78'-0"
BARGE DEPTH	13'-0"
DRAFT FWD 6'-0" AFT	7'-0"
DISTANCE DECK TO BOOM HEEL	22'-3"
BOOM LENGTH TO MAIN BLOCK	185'-0"
BOOM LENGTH TO 2-PART WHIP	156'-0"
BOOM LENGTH TO WHIP	207'-0"
BOOM LENGTH MAIN TO WHIP	22'-0"
SPUDS - 92' EA., GOOD TO 70' DEPTH	2 EA.

LIFT CAPACITY CHART IN POUNDS

BOOM RADIUS FEET	HEAVY LIFT OVER STERN 185 FOOT BOOM	HEAVY LIFT FULL REVOLVING 185 FOOT BOOM	2 PART WHIP LINE FULL REVOLVING 185 FOOT BOOM
65'	800,000		60,000
70'	800,000		60,000
75'	800,000	600,000	60,000
80'	739,000	567,900	60,000
85'	671,700	538,000	60,000
95'	563,300	483,000	60,000
105'	479,500	434,200	60,000
115'	412,100	388,900	60,000
125'	356,500	346,500	60,000
135'	309,200	306,400	60,000
145'	268,100	268,100	60,000
155'	231,600	231,600	60,000
165'	198,400	198,400	60,000
175'	167,300	167,300	60,000
185'	137,100	137,100	60,000
195'	105,500	105,500	60,000

MISCELLANEOUS CHARACTERISTICS

CRANE MANUFACTURE	CLYDE IRON	
MODEL NUMBER	42-DE-145	
SERIAL NUMBER	CW 3931	
CIRCLE DIAMETER	42' DIAMETER	
RIGGING WIRE		
MAIN HOIST	5,350' 1 1/4"	6 X 26
2-PART WHIP	700' 1 1/4"	6 X 26
WHIP LINE	600' 1 1/8"	18 X 19 DY18
BOOM (TOPPING GEAR)	5,240' 1 1/4"	6 X 26
SPUD WIRE		
SIDE SPUD	360' 1 1/4"	
STERN SPUD	360' 1 1/4'	
ANCHOR WIRE		
STERN ANCHOR'S (2)	1,700' 1 1/4"	6 X 26
BOW ANCHOR'S (2)	1,700' 1 1/4"	6 X 26
NORMAL FUEL CAPACITY	40,000 GALS.	(1" = 307 GALS.)
NORMAL WATER CAPACITY	3,000 GALS.	

Marine Contractors

Owner: Manson Construction

Vessel: Haakon



Columbia River CROSSING



River User Data Sheet

By: RALPH PETEREIT Date: 2/27/2012

1. Company Name and/or Owner of Vessel and contact information

Name of company: MANSON CONSTRUCTION CO.

Name of contact: RANDY THORSEN

Phone number (Office): [redacted] (Cell): [redacted]

Email: [redacted]

Address: 5209 E. MARGINAL WAY S.

City: SEATTLE State: WA Zip code: 98134

3a. Vessel Name: HAAKON **3b. Vessel Type:** FLOATING CRANE/ DERRICK BARGE

3c. US Coast Guard Document Number:

4a. Length Overall (LOA), **feet:** 280 **4b. Beam** (width), **feet:** 68

5. Draft (depth of hull below waterline, fully laden), **feet:** 9

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), **feet:** 84

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 5-10

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

9. Frequency of one-way passage underneath I-5 main channel (other historic events):

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

Jan ____ **Feb** ____ **Mar**____ **Apr**____ **May**____ **Jun**____ **Jul**____ **Aug**____ **Sep**____ **Oct**____ **Nov**____ **Dec**____

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? NOT AVAILABLE

What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)?

May we have a copy?

13. Other miscellaneous

Vessel Height Verification Sheet

By: Ralph Petereit Date: July 21, 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Manson Construction Co.
   b. Name of contact: Randy Thorsen – Northwest Operations Manager
   c. Phone number (Office): (206) [redacted] (Cell): (206) [redacted]
   d. Email: [redacted]
   e. Address: 5209 E. Marginal Way City: Seattle
      State: WA Zip code: 98124
2. Vessel
   a. ID: b. Name: Haakon
   c. Type: Crane Barge d. USCG Document Number: 246141
3. Vessel Configuration
   a. Identify vessel configuration: Crane Barge
   - Is a vessel specification sheet available? Yes
   - Configuration shown on the sheet: Yes
   - What is the lowest height configuration for transport? Gantry Height

   b. What is the gantry configuration? Estimated gantry height: 84 ft
   c. Does the barge have spuds? Yes
   - Height above waterline for travel? 84 ft
   - Can the spuds be removed for travel? Yes
   - Work and cost involved in removing spuds?
4. Vessel Location
   a. Where is the vessel currently located? Gulf of Mexico
   b. Is it working on a job? Yes Is it tied up to shore? No
   c. What is the best time to make a trip to the vessel? None currently

5. Measurements from Spec Sheet

Gantry Height:	84 ft
Water Level:	
Top of Boom:	
Height of Boom Hinge Pin:	
Boom Cradle:	
Top of Spud:	

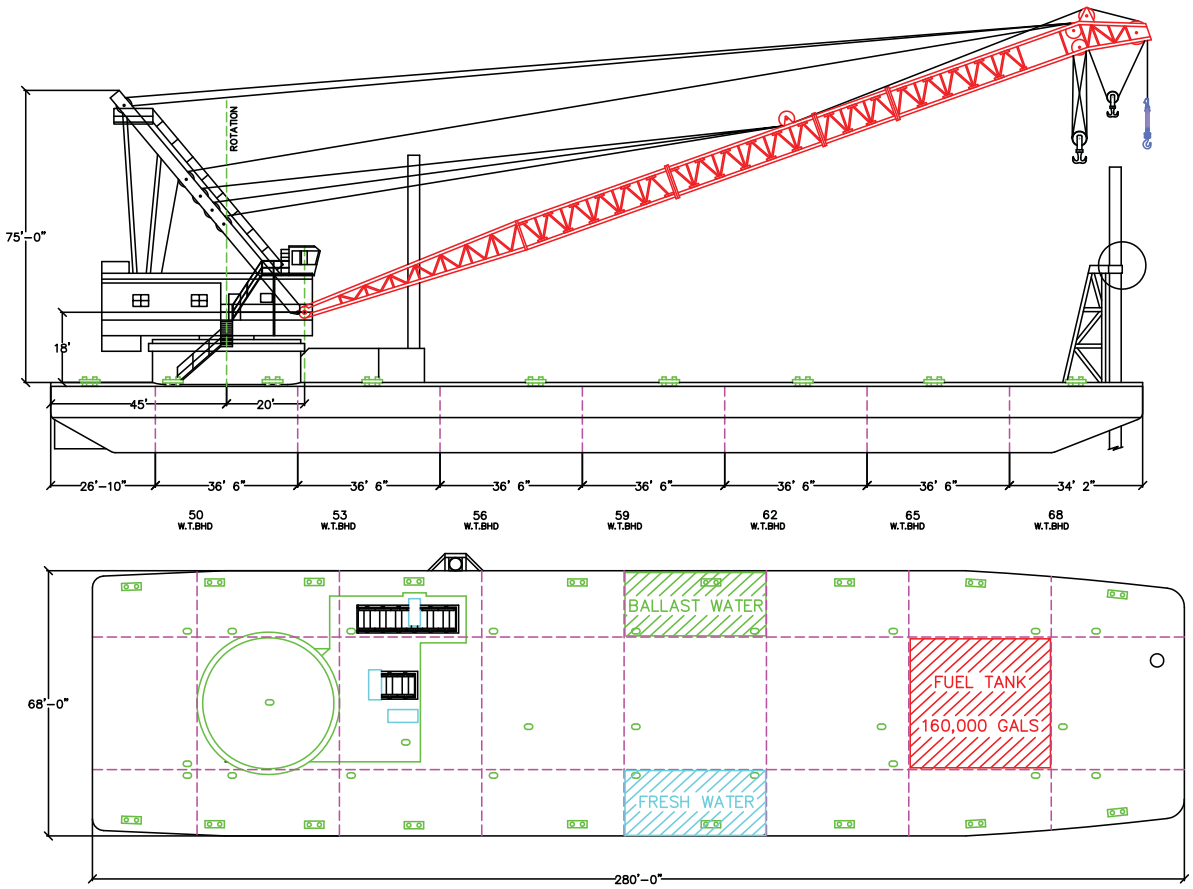
6. Vessel Height

Self-Reported		From Spec Sheet	
Air Draft:	84 ft	Air Draft:	84 ft
Air Gap:	5 – 10 ft	Air Gap:	10
Water Level:	16	Water Level:	16
Total Height:	106 ft	Total Height:	106 ft

7. History Notes

Date	Item
6/27/2012	Called and left message for Randy Thorsen – NW Ops Manager
7/9/2012	Called Randy, was told to send e-mail
7/9/2012	Sent-mail with information request
7/21/2012	Still no reply

Manson Derrick *Haakon*



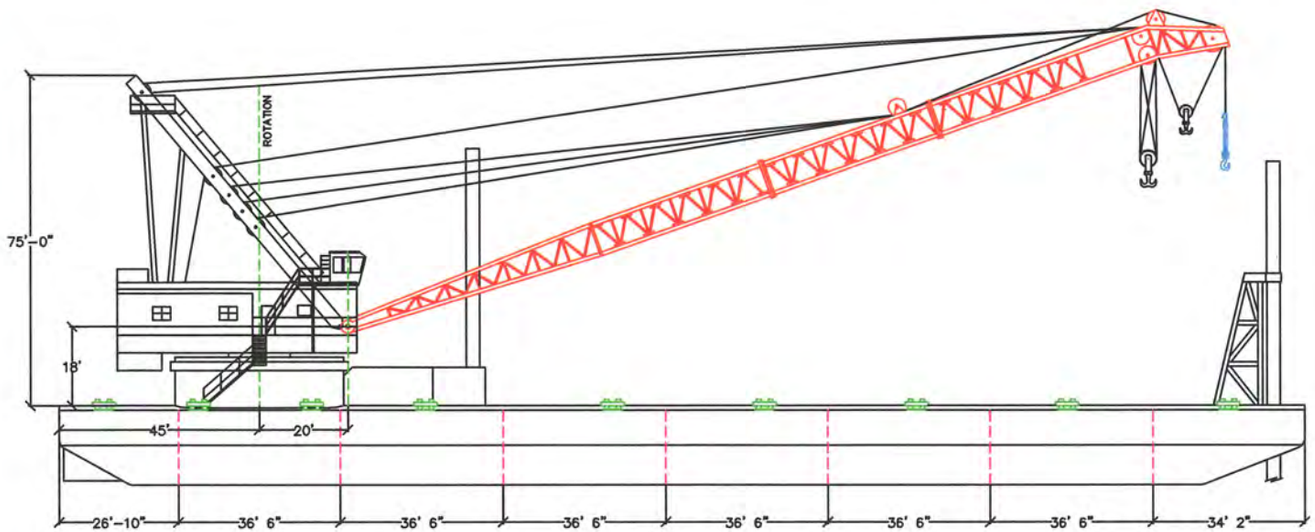
Principal Characteristics	
Length Overall	280′-0″
Beam Overall (Without Spuds & Fenders)	68′-0″
Barge Depth at Main Deck	18′-0″
Mean Draft	9′-0″
Distance Deck to Boom Heel	18′-0″
Boom Length to Main	210′-0″
Boom Length Main to Whip	16′-0″
Spuds	Two
Clamshell Bucket Capacity (Cu Yards)	15 Cubic Yards

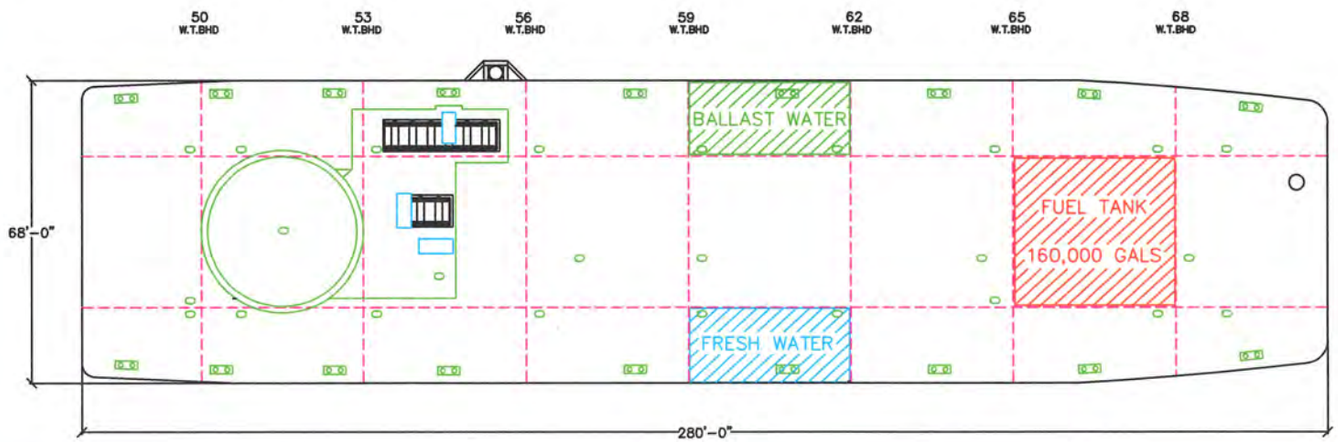






MANSON DERRICK "HAAKON"





PRINCIPAL CHARACTERISTICS

LENGTH OVERALL	280'-0"
BEAM OVERALL (WITHOUT FENDERS)	68'-0"
BARGE DEPTH	18'-0"
MEAN DRAFT	9'-0"
DISTANCE DECK TO BOOM HEEL	18'-0"
BOOM LENGTH TO MAIN	190'-0"
BOOM LENGTH MAIN TO WHIP	16'-0"
SPUDS	TWO
CLAMSHELL BUCKET CAPACITY	15 CU.YDS.



SCALE : 1" = 40'

LIFT CAPACITY CHART IN POUNDS

BOOM RADIUS FEET	FULL REVOLVING 190 FOOT BOOM	OVER STERN 190 FOOT BOOM
55'		750,000
60'	500,000	750,000
70'	440,000	657,000
80'	390,000	537,000
90'	332,000	453,000
100'	265,000	389,000
110'	238,000	337,000
120'	210,000	293,000
130'	192,000	256,000
140'	175,000	223,000
150'	158,000	193,000
160'	140,000	167,000
170'	124,000	142,000
180'	102,000	118,000
190'	80,000	95,000
200'	56,000	75,000

FULL REVOLVING LOADS FOR 3 DEGREES COMBINED LIST & ROLL

Marine Contractors

Company: Mark Marine Service

Vessels:

- DB Camas
- DB Columbia
- DB Sequoia
- Paterson Barge
- Mark 12
- Mark 1
- Mark 3
- Mark 5
- Mark 6
- M/V South Creek
- Barge #7
- Patricia
- Umatilla

Company did not respond to IBR request. Information below for DB Columbia, Patricia, Umatilla, Barge #7, and DB Camas were included in the CRC NIR. Information for DB Sequoia, Mark 12, Paterson Barge, Mark 1, Mark 3, Mark 5, Mark 6, and M/V South Creek were included in the Hood River-White Salmon Bridge Replacement NIR.

Marine Contractors

Owner: Mark Marine Service

Vessels: DB Columbia

Patricia

Umatilla

Vessel: DB Columbia



River User Data Sheet By: Craig Mark Date: 3/1/12

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: Mark Marine Service, Inc
   b. Name of contact: Craig Mark
   c. Phone number (Office) [redacted] d. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: P.O. Box 574
   g. City: Washougal
   h. State: WA i. Zip code: 98671

3a. Vessel Name: DB Columbia 3b. Vessel Type: Derrick Barge

3c. US Coast Guard Document Number: Undocumented

4a. Length Overall (LOA), feet: 140 4b. Beam (width), feet: 34

5. Draft (depth of hull below waterline, fully laden), feet: 12

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 75'

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): bridge At Owater 110'

8. Frequency of one-way passage underneath I-5 main channel (typical per month):_____

   Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___

9. Frequency of one-way passage underneath I-5 main channel (other historic events):____

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):_____

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy?
13. Other miscellaneous

River User Data Sheet By: Craig Mark Date: 3/4/22

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: Mark Marine Service, Inc
   b. Name of contact: Craig Mark
   c. Phone number (Office): [redacted] d. (Cell): [redacted]
   e. Email [redacted]
   f. Address: P.O. Box 574
   g. City: Washougal
   h. State: WA i. Zip code: 98671

3a. Vessel Name: Patricia 3b. Vessel Type: Twin diesel oil screw Towboat with Tower

3c. US Coast Guard Document Number: 236788

4a. Length Overall (LOA), feet: 84 4b. Beam (width), feet: 22

5. Draft (depth of hull below waterline, fully laden), feet: 7
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: ~~85~~ 48'
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 110' For we Push Crane Barges
8. Frequency of one-way passage underneath I-5 main channel (typical per month): _____

   Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___
9. Frequency of one-way passage underneath I-5 main channel (other historic events): ____
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): 1 Per Year

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy?
13. Other miscellaneous

River User Data Sheet By: Craig Mark Date: 3/1/12

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: Mark Marine Service, Inc.
   b. Name of contact: Craig Mark
   c. Phone number (Office [redacted] d. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: P.O. Box 574
   g. City: Washougal
   h. State: WA i. Zip code: 98671

3a. Vessel Name: Umatilla (AKA: Washougal) 3b. Vessel Type: Twin diesel oil Screw Towboat with Tower

3c. US Coast Guard Document Number: 227132

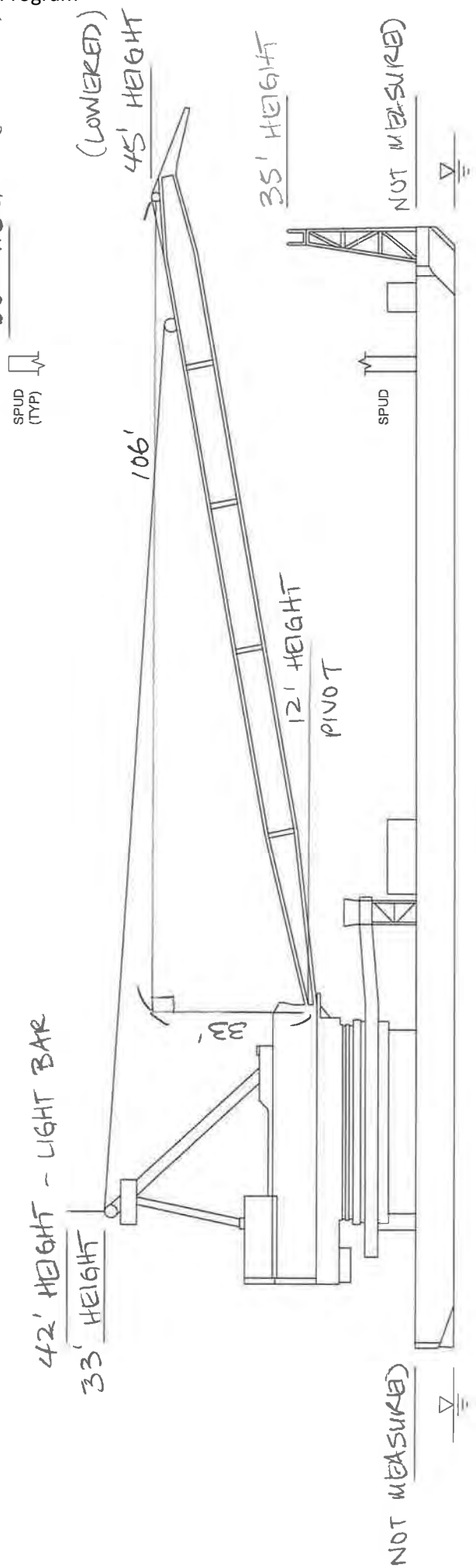
4a. Length Overall (LOA), feet: 82.5 4b. Beam (width), feet: 20.0

5. Draft (depth of hull below waterline, fully laden), feet: 7.5
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 50
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 110' For We Rig Crane Barges
8. Frequency of one-way passage underneath I-5 main channel (typical per month):_____

   Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___
9. Frequency of one-way passage underneath I-5 main channel (other historic events):____
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): 1 Per Year

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy?
13. Other miscellaneous



DB COLUMBIA
NAME

07-13-12
DATE

MARK MARINE SERVICE
MEASURED AT
WASHOUGAL, WA
LOCATION

Vessel Name	Owner	Light Bar Elev (ft)	Mast Elev (ft)	Spud Elev (ft)	Boom Crane Elev (ft)	Gantry Elev (ft)	Pivot Pt Elev (ft)	Cradle Elev (ft)	Water Elev (ft)	Height Above Water
DB Columbia	Mark Marine Service		N/A	84.1					18.4	66
			N/A			51.8			18.4	33
		60.6	N/A						18.4	42
			N/A		63.9				18.4	45
			N/A					53.5	18.4	35
			N/A				30.7		18.4	12

N/A - does not exist

Vessel Height Verification Sheet

By: Pete Geiger Date: 13 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Mark Marine
   b. Name of contact: Craig Mark
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 1498 SE 12th Street/PO Box 574 City: Washougal
      State: WA Zip code: 98671
2. Vessel
   a. ID: b. Name: DB Columbia
   c. Type: Derrick Barge with Crane d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration: Crane Boom Elevated below Spuds; Port Spud Up on Pin
   - Is a vessel specification sheet available? No
   - Configuration shown on the sheet: N/A
   - What is the lowest height configuration for transport? ~75 Feet (Port Spud on Pin)

   b. What is the gantry configuration? Assembled with Pins Estimated gantry height: Not given

   c. Does the barge have spuds? Yes, Two
   - Height above waterline for travel? Port=75 feet Starboard = 75 feet
   - Can the spuds be removed for travel? Only on very rare occasions
   - Work and cost involved in removing spuds? 4 hours to reset spuds. Need to find a site to harbor or tie up to. Spuds often need separate barge to transport them.
4. Vessel Location
   a. Where is the vessel currently located? Columbia River
   b. Is it working on a job? No Is it tied up to shore? Yes

c. What is the best time to make a trip to the vessel? Anytime, Just need a few days advance notice.

c-Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	51.8 feet
Water Level:	18.4 feet
Top of Boom:	63.9 feet
Height of Boom Hinge Pin:	30.7 feet
Boom Cradle:	53.5 feet
Top of Spud:	84.1 feet
Top of Deck:	Not Measured

6. Vessel Height

Self-Reported		Surveyed	
Air Draft:	75 feet	Air Draft:	66 feet (top of spud)
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet (CRD)	Water Level:	16 feet (CRD)
Total Height:	101 feet	Total Height:	92 feet

7. History Notes

Date	Item
3/1/2012	Contacted by Jennifer Rabby
3/1/2012	Data sheet submitted
7/6/2012	Contacted by Karl Krcma for field measurement
7/13/2012	Field measured

Marine Contractors

Owner: Mark Marine Service

Vessel: Barge #7



River User Data Sheet By:_____ Date:_____

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: Mark Marine Service, Inc
   b. Name of contact: Craig Mark
   c. Phone number (Office): [redacted] (Cell): [redacted]
   e. Email: [redacted]
   f. Address: P.O. Box 574
   g. City: Washougal
   h. State: WA i. Zip code: 98671

3a. Vessel Name: Barge #7 3b. Vessel Type: Crane Barge

3c. US Coast Guard Document Number: Undocumented

4a. Length Overall (LOA), feet: 100 4b. Beam (width), feet: 40

5. Draft (depth of hull below waterline, fully laden), feet: 4
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 80'
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 110'
8. Frequency of one-way passage underneath I-5 main channel (typical per month):_____

   Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___
9. Frequency of one-way passage underneath I-5 main channel (other historic events):____
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):_____

Marine Contractors

Owner: Mark Marine Service

Vessel: DB Camas

No image available

River User Data Sheet By: Craig Mark Date: 3/1/12

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: Mark Marine Service, Inc
   b. Name of contact: Craig Mark
   c. Phone number (Office): [redacted] d. (Cell): [redacted]
   e. Email [redacted]
   f. Address: P.O. Box 574
   g. City: Washougal
   h. State: WA i. Zip code: 98671

3a. Vessel Name: DB Camas 3b. Vessel Type: Derrick Barge

3c. US Coast Guard Document Number: undocumented

4a. Length Overall (LOA), feet: 90 4b. Beam (width), feet: 34

5. Draft (depth of hull below waterline, fully laden), feet: 12
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 75'
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): Bridge Should Be A 110' At Zero water
8. Frequency of one-way passage underneath I-5 main channel (typical per month): _____

   Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___
9. Frequency of one-way passage underneath I-5 main channel (other historic events): ____
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): 1 Per year

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy?
13. Other miscellaneous

EXISTING VESSEL DATA SHEET, CONT.

Company Name: Mark Marine Service, Inc

Vessel Name:
DB Sequoia

Vessel Type:
Derrick Barge (crane)

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Choose an item.

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
100'

Beam (width; ft):
40'

Draft (ft) - *depth of hull below waterline, fully laden*:
10'

EXISTING VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

75’

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

25’

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Frequency of passage under HR-WS Bridge:

0-2 times a year

Transit speed under HR-WS Bridge and Load Configuration:

Time of Year of Passage:

Anytime of year

Tug Assistance Required: Choose an item.

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):*Choose an item.

EXISTING VESSEL DATA SHEET, CONT.

Company Name: Mark Marine Service, Inc.

Vessel Name:
Mark 12

Vessel Type:
Material Barge w/ spuds

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Choose an item.

USCG Document Number:
1140207

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
110’

Beam (width; ft):
35’

Draft (ft) - *depth of hull below waterline, fully laden*:
11’

EXISTING VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

75’ Spuds

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

25’

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Frequency of passage under HR-WS Bridge:

0-2 times a year

Transit speed under HR-WS Bridge and Load Configuration:

Time of Year of Passage:

Anytime

Tug Assistance Required: Choose an item.

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):*Choose an item.

EXISTING VESSEL DATA SHEET, CONT.

Company Name: Mark Marine Service, Inc

Vessel Name:
Paterson Barge

Vessel Type:
Ramp Barge w/spuds

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Choose an item.

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
75'

Beam (width; ft):
24'

Draft (ft) - *depth of hull below waterline, fully laden*:
4

EXISTING VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

70’ Spuds

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

25’

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Frequency of passage under HR-WS Bridge:

0-2 times

Transit speed under HR-WS Bridge and Load Configuration:

Time of Year of Passage:

Anytime

Tug Assistance Required: Choose an item.

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):*Choose an item.

EXISTING VESSEL DATA SHEET, CONT.

Company Name: Mark Marine Service, Inc

Vessel Name:
Mark 1

Vessel Type:
Material Barge w/spuds

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Choose an item.

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
50’

Beam (width; ft):
16’

Draft (ft) - *depth of hull below waterline, fully laden*:
5’

EXISTING VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

40’ Spuds

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

25’

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Frequency of passage under HR-WS Bridge:

0-2 times a year

Transit speed under HR-WS Bridge and Load Configuration:

Time of Year of Passage:

Anytime

Tug Assistance Required: Choose an item.

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):*Choose an item.

EXISTING VESSEL DATA SHEET, CONT.

Company Name: Mark Marine Service, Inc

Vessel Name:
Mark 3

Vessel Type:
Material Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*: Choose an item.

Vessel Category: Choose an item.

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
155'

Beam (width; ft):
40'

Draft (ft) - *depth of hull below waterline, fully laden*:
11'

EXISTING VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

42’ boat

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

25’

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Frequency of passage under HR-WS Bridge:

0-2 times per year

Transit speed under HR-WS Bridge and Load Configuration:

Time of Year of Passage:

Anytime

Tug Assistance Required: Choose an item.

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):* Choose an item.

EXISTING VESSEL DATA SHEET, CONT.

Company Name: Mark Marine Service, Inc

Vessel Name:
Mark 5

Vessel Type:
Material Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*: Choose an item.

Vessel Category: Choose an item.

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
115'

Beam (width; ft):
30'

Draft (ft) - *depth of hull below waterline, fully laden*:
8'

EXISTING VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

42’ boat

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

25’

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Frequency of passage under HR-WS Bridge:

0-2 times per year

Transit speed under HR-WS Bridge and Load Configuration:

Time of Year of Passage:

Anytime

Tug Assistance Required: Choose an item.

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):* Choose an item.

EXISTING VESSEL DATA SHEET, CONT.

Company Name: Mark Marine Service, Inc

Vessel Name:
Mark 6

Vessel Type:
Material Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*: Choose an item.

Vessel Category: Choose an item.

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
115'

Beam (width; ft):
30'

Draft (ft) - *depth of hull below waterline, fully laden*:
8'

EXISTING VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

42’ boat

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

25’

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Frequency of passage under HR-WS Bridge:

0-2 times per year

Transit speed under HR-WS Bridge and Load Configuration:

Time of Year of Passage:

Anytime

Tug Assistance Required: Choose an item.

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):* Choose an item.

EXISTING VESSEL DATA SHEET, CONT.

Company Name: Mark Marine Service, Inc

Vessel Name:
M/V South Creek (aka: Grant)

Vessel Type:
Tug

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*: Choose an item.

Vessel Category: Choose an item.

USCG Document Number:
1231465

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
25'

Beam (width; ft):
14'

Draft (ft) - *depth of hull below waterline, fully laden*:
5'

EXISTING VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

42’

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

25’

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Frequency of passage under HR-WS Bridge:

0-2 times per year

Transit speed under HR-WS Bridge and Load Configuration:

Time of Year of Passage:

Anytime

Tug Assistance Required: Choose an item.

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):* Choose an item.

EXISTING VESSEL DATA SHEET, CONT.

Company/Owner Name: Mark Marine Service

Vessel Name:
DB Camas –

Vessel Type:
Crane Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Choose an item.
commercial

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
90

Beam (width; ft):
34

Draft (ft) - *depth of hull below waterline, fully laden*:
12

EXISTING VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

75

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

25

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Frequency of passage under HR-WS Bridge:

Transit speed under HR-WS Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):*Choose an item.

Please identify any future vessel or cargo plans that might require different vessels to transit under the bridge. Attach additional pages as needed.

EXISTING VESSEL DATA SHEET, CONT.

Company/Owner Name: Mark Marine Service

Vessel Name:
DB Columbia

Vessel Type:
Crane Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Choose an item.
commercial

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)***:**

Type and quantity of cargo, if applicable:

Length (overall; ft):
140

Beam (width; ft):
34

Draft (ft) - *depth of hull below waterline, fully laden*:
12

EXISTING VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

75

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

25

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Frequency of passage under HR-WS Bridge:

Transit speed under HR-WS Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):*Choose an item.

Marine Contractors

Company: NorthBank Civil and Marine

Vessel:

- Northbank

Company provided data sheets to IBR Program. No information was included in CRC NIR.

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Northbank Civil and Marine, inc.

Vessel Name:
Northbank

Vessel Type:
Crane Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Yes

Pushed by 850 HP St. Helens tug boat

Vessel Category: Commercial

USCG Document Number:
1282254

Primary Mooring Location *(waterway milepoint, if known)*:
Port of Morrow

Type and quantity of cargo, if applicable:
N/A

Length (overall; ft):
110

Beam (width; ft):
50

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

4 to 6

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

With crane boomed down in travel position, 51 feet

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

10

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

100 feet for either side of barge (250 ft opening)

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Yes

Frequency of passage under Interstate Bridge main channel (typical per month): Varies – 0-3 times/year

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough): Zero

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name:

Vessel Name:

Vessel Type:

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Choose an item.

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)*:

Type and quantity of cargo, if applicable:

Length (overall; ft):

Beam (width; ft):

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ Feb_____ Mar_____ Apr_____ May_____ June_____

Jul_____ Aug_____ Sep_____ Oct_____ Nov_____ Dec_____

Marine Contractors

Company: Ross Island

Vessels:

- Dredge #7
- Rossisle

Company provided information and a photo via email. Email is included below, followed by information included in the CRC NIR.

From: Randy Steed
To: Brian Carrico
Cc: Nicole McDermott
Subject: RE: Interstate Bridge Replacement Program
Date: Wednesday, May 5, 2021 10:38:15 AM
Attachments: image001.png
image002.png
image003.png
image004.png

Good Morning Brian:

Ross Island Sand & Gravel Co. is indeed still a user of the Columbia with our dredging and marine construction operations. We pass through the Interstate Bridge two to four (2-4) times per year with our sand mining Dredge #7 pushed by the Tug Rossisle. Dredge #7 with it's positioning spuds raised requires a vertical clearance of 75' from the water surface.

See attached example photo.

Thank You for allowing our input. Ross Island is of course interested in what portions of the replacement project we can assist in with our marine construction cranes and barges.

ROSS ISLAND SAND & GRAVEL CO.

Randall H. "Randy" Steed
President & Chief Operating Officer

Office [redacted]
[redacted]

From: Brian Carrico <[redacted]>
Sent: Tuesday, May 4, 2021 4:23 PM
To: Randy Steed <[redacted]>
Cc: Nicole McDermott <[redacted]>
Subject: Interstate Bridge Replacement Program

Mr. Steed,

I am part of the team working on the Interstate Bridge (IBR) Program for ODOT and WSDOT (https://www.interstatebridge.org/). I am reaching to you because Ross Island vessels were included in the Navigation Impact Report completed for the prior Columbia River Crossing project and we are validating and updating this data for the IBR program. We reached out to the contact listed in 2012 (Paul Godsil) but the email address was rejected. Can you provide a name and contact information for someone who can provide information your vessels and their use of the Columbia River at the I-5 bridge? Thanks in advance for your time and feel ree

to reach out if you have any questions specific to this request or the program in general.

Regards,

Brian

I-5 Bridge Replacement Program

Interstate 5 provides a critical connection between Oregon and Washington that supports local jobs and families, and is a vital trade route for regional, national and international economies. Beyond the concrete and steel of the existing bridge

www.interstatebridge.org

Brian Carrico

Interstate Bridge Replacement Program
Environmental Program

O: [redacted] | **C:** [redacted]

E: [redacted]

interstatebridge.org



Marine Contractors

Owner: Ross Island Sand and Gravel

Vessel: RI Dredge No. 7



River User Data Sheet By: Ron Del Rosario Date: 3/6/2012

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: Ross Island Sand and Gravel
   b. Name of contact: Paul Godsil
   c. Phone number (Office): [redacted] d. (Cell): _____
   e. Email: [redacted]
   f. Address: 4315 Se McLoughlin Blvd
   g. City: Portland
   h. State: Or i. Zip code: 97282

3a. Vessel Name: RI Dredge no.7 3b. Vessel Type: Cutter Section Dredge

3c. US Coast Guard Document Number: _____

4a. Length Overall (LOA), feet: 185 4b. Beam (width), feet: 35

5. Draft (depth of hull below waterline, fully laden), feet: 5.5
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 80
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): _____
8. Frequency of one-way passage underneath I-5 main channel (typical per month): _____

   Jan 1 Feb 1 Mar 1 Apr 1 May 1 Jun 1 Jul ___ Aug ___ Sep ___ Oct ___ Nov ___ Dec ___
9. Frequency of one-way passage underneath I-5 main channel (other historic events): ____
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan ___ Feb ___ Mar ___ Apr ___ May ___ Jun ___ Jul ___ Aug ___ Sep ___ Oct ___ Nov ___ Dec ___
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): _____

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy?

13. Other miscellaneous

Marine Industries and Fabricators

Company: Greenberry

Company provided the following information to the IBR Program.

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Greenberry Industrial LLC

Vessel Name:
Third-party

Vessel Type:
Barge and Tug

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:**Yes**

Tugboat towing barge

Vessel Category: Commercial

USCG Document Number:
Third-party

Primary Mooring Location *(waterway milepoint, if known)*:
N/A

Type and quantity of cargo, if applicable:
Modules, Process modules, piperacks, MCC buildings, Alaska Sealift Modules, Drill Rigs, Pressure Vessels, Shiploaders, Piling Templates, Vessels, Bridge Girders, Bridge Components, Railroad Bridges, DOT Bridge Sections, Autoclaves, Slugcatcher Vessels, Port Assemblies, Material Handling Systems, Conveyor Systems, Dock Sections, Bridge Maintenance Travelers, and various other over-dimensional fabricated items.

Length (overall; ft):
650 Feet

Beam (width; ft):

VESSEL DATA SHEET, CONT.

120 Feet

Draft (ft) - *depth of hull below waterline, fully laden*:

18ft

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

136 Feet

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

1 Foot

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

10 Feet?

Transit speed under Interstate Bridge and Load Configuration:

10-12kts MAX

Time of Year of Passage:

Year round

Tug Assistance Required:Yes

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____1____ **Feb**_____1____ **Mar**____1_____ **Apr**____1_____ **May**___1_____ **June**__1_____

Jul____1_____ **Aug**_____1____ **Sep**_____1___ **Oct**_____1_____ **Nov**___1_____ **Dec**___1_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan____0_____ **Feb**_____0____ **Mar**_____0___ **Apr**_____0__ **May**_____0____ **June**____0_____

Jul____0_____ **Aug**_____0____ **Sep**_____0____ **Oct**_____0____ **Nov**_____0____ **Dec**_____0_____

Marine Industries and Fabricators

Company: Thompson Metal Fab

Company provided the following information to the IBR Program.



THOMPSON
METAL FAB

Interstate Bridge Replacement Project

Thompson Metal Fab – Impact Statement

May 26, 2021

Presented by John Rudi
Owner, President – Thompson Metal Fab

THOMPSON
METAL FAB

Thompson Metal Fab	Revision 0
Interstate Bridge Replacement Project	May 26, 2021
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THOMPSON METAL FAB

Thompson Metal Fab	Revision 0
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INTRODUCTION

The history of Thompson Metal Fab includes two major influences, the opening of the Interstate Bridge in 1917, and the opening of the Columbia Business Center *(originally Henry Kaiser's Vancouver Shipyard)* in 1942. Over the years, Thompson Metal Fab (TMF), the Columbia Business Center (CBC) and the Interstate Bridge will see their history evolve due to the changing needs of the region, rapid population grown, and dynamic industrial development. For these same reasons, their history also begins to connect, and their futures are tied together.



The original Thompson Metal Fab facility, shown in 2018. Thompson moved from this location and to Vancouver in the early 1970's. The old facility has since been demolished, making way for the brand new Meyer Memorial Trust building.



Original span of the Interstate Bridge opened 1917 – shown here in 1931.

The original Interstate Bridge (current day northbound span) was completed and opened in February of 1917. Upon completion of this span, travelers could go from Canada to Mexico on one complete roadway. This was not only a big accomplishment for the country, but it was also an opportunity for growth, specifically in southwestern Washington. At the time the bridge was opened, there were approximately 250,000 people in Portland, compared to the 12,000 in Vancouver. The new bridge would provide opportunity for dynamic population movement, economic growth, and forever connect not only two states, but two communities. To satisfy the needs of this expanding community, a second 'twin' span was eventually completed and opened in 1958.

With a clearance of 72 feet, most river barges can pass under the bridge without impact when the drawbridge is closed. This is not the case with large industrial projects, like those manufactured currently by Thompson Metal Fab, or for large vessels, like the Liberty and Victory ships from the early 1940's. At full height, the current lift span can accommodate 178' from the water to the underside of the bridge. This "air gap" allows very large loads to pass upriver and downriver and has driven the development of upstream industrial areas such as the Columbia Business Center, originally known as Henry Kaiser's Vancouver Shipyard.

COLUMBIA BUSINESS CENTER *(former Kaiser Vancouver Shipyard)*

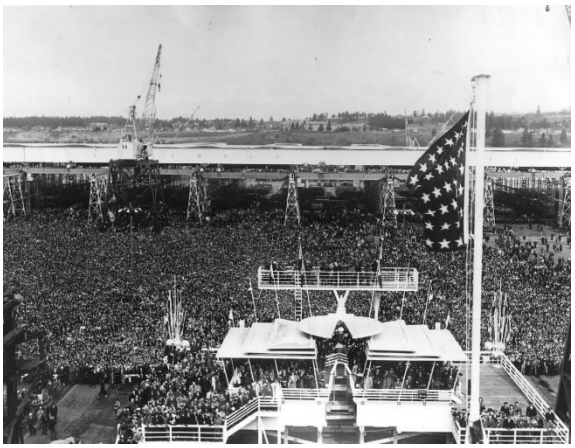


Building 40 and 41 of current day Thompson Metal Fab is shown prominently in the middle of this picture. At the time this picture was taken (circa early 1940's) the building and entire industrial area would have been known as Kaiser's Vancouver Shipyards.

At nearly 200-acres, Kaiser's Vancouver Shipyard began production in early 1942 with an initial payroll of 38,000 workers. This facility, along with two in Portland, produced 752 ships during WWII and peaked at 97,000 workers in total. Many of these workers migrated from other parts of the country and is part of the reason why the Portland/Vancouver area saw such a big jump in population at this time. The development of these shipyards certainly contributed to the need for a new span (eventually built and completed in 1958) and the need to modify the original span, completed in 1960. For perspective on what these facilities were able to produce, the construction on the first Liberty ship took 131 days in 1941. By 1943, Kaiser workers were averaging a completed Liberty ship in 42-days and three ships were being completed each day. Record production for a completed ship was 10-days, although that production was bested by one of the Kaiser facilities in Richmond, CA *(4-days, 15-hours, 29-minutes)*.



[1943] Escort carriers at the Vancouver Shipyards (current day Thompson Metal Fab)



75,000 people (largest crowd in Clark County's history) assembled on April 5, 1943 to witness first lady Eleanor Roosevelt christen the 'Alazon Bay' escort aircraft. Current day Thompson Metal Fab is seen prominently in the background.

drive opportunity to the Columbia Business Center as oil companies looked for fabricators to build "jacket liners" for new offshore wells. The facility could support the work on the massive infrastructure and the bridge was high enough to allow the jacket liners to be shipped downstream.

The 1960's and 1970's saw the construction of new dams on the Columbia River and Snake River in addition to the development of major oil fields in Alaska (i.e. Prudhoe Bay). Ongoing work on the US Interstate Highway System also provided opportunity for new bridges, including four highly visible bridges in Portland: Morrison Bridge (1958), Marquam Bridge (1966), Freemont Bridge (1973), and the Glenn L. Jackson Memorial Bridge (1982). These would be opened to accommodate a shifting population and to relieve pressure on traffic crossing the Interstate Bridge.

After the war ended and the need for shipbuilding diminished, learning how to leverage these 'abandoned' facilities for future industrial growth was important. The size of the facility at the Vancouver Shipyard was simply greater than most fabrication shops of the day. Even now, it remains one of the largest fabrication facilities on the West Coast. The sheer size of the building, access to a large yard, and location to a major waterway made the facility at the future Columbia Business Center an extremely attractive option for the large infrastructure needs that were coming.

The Portland/Vancouver Metro area became highly industrialized by the 1960's, driven by the ability of the Columbia Business Center and companies such as Thompson Metal Fab. This strong local economy centered around logging, pulp & paper products, and maritime transport on the Columbia River; and stimulated additional growth in the region. The California oil boom would also



Infrastructure for the California offshore oil fields being manufactured at the Columbia Business Center in 1967. Thompson Metal Fab would begin operations here a few years later in 1973.

THOMPSON METAL FAB

In 1937, "Pudge" Thompson opens 'Thompson Metal Fab' at 2405 Vancouver Avenue in Portland, OR. The opening of his facility comes 20-years after the opening of the Interstate Bridge while also pre-dating the second span by 20-years.



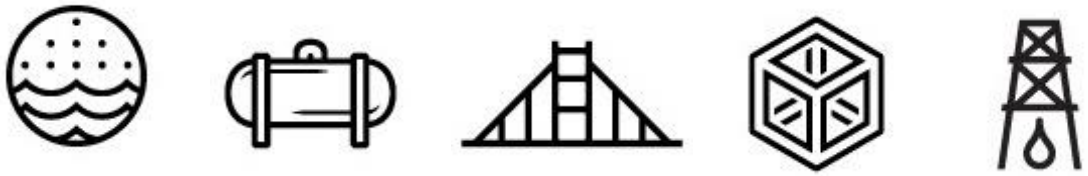
Original marketing display of the Thompson Ice Tongs

The origin story of Thompson Metal Fab is a humble one, especially compared to the work they do today. Pudge and his craftsmen manufactured lightweight metal products for the dairy and timber industries. One product, the Thompson Ice Tongs, held US patient #D206,091 and a quick Google search shows that the Thompson Ice Tongs are still selling online to this day. Thanks in part to the WWII war effort, expansion of TMF continued during the 1940's and 1950's; mirroring the growth of the community it served and the new industrial opportunities.

In 1973, after 36 years, Pudge Thompson sold his company to Harder Mechanical, whose story is like TMF's. Harder began as a small local plumbing contractor who was founded in 1934. A few years later they reinvented themselves so they could build housing for the workers at the Portland area shipyards during WWII. As the region continued to see growth, so did Harder who saw the acquisition of Thompson Metal Fab as a way to expand their capabilities and stake a claim on some of these emerging industries (i.e. hydroelectric dams). Shortly after the acquisition, the original Thompson Metal Fab facility (Portland, OR) was closed for good, and all operations were moved to the old Kaiser Shipyard in Vancouver, WA – a facility well suited to support the large projects Harder Mechanical would earn as they grew and expanded.

Thompson Metal Fab would transfer ownership again in the early 2000's with even more emphasis on how to maximize the capacity. The size of the facility requires TMF to be a diversified business and one with experience in multiple disciplines, including:

Marine/Hydro **Tanks/Vessels** **Bridges** **Modular/Structural** **Oil & Gas**



Since the early 1970's, TMF has completed countless projects while working over 10-Million man-hours *(estimated)*. The following list showcases some of the completed projects over the last 40+ years. In each case, transportation by barge was required (either by design or necessity), and in many cases the load passed under the Interstate Bridge.

Projects noted with (*) were not completed by Thompson Metal Fab but are on this list to showcase examples of other mega projects where a facility like Thompson's was required (Big shop, assembly yard, barge loading capabilities)

MARINE/HYDRO

The Dalles Dam, Downstream Navigation Lock Miter Gates, Columbia River, WA/OR, USA [2011]

Two Miter Gates were manufactured, where each gate measured 52' W x 106' L and weighed 1-Million pounds each. Due to navigational lock closures on the Columbia River, an aggressive fabrication and delivery schedule was required which required a fabricator with ample space and ability to load a barge. Picture to the right shows one gate getting ready to be loaded on the barge. Seen in the background is Parker Drilling Rig 272 & 273. Those rigs would ship just a few months after this load.



Lower Monumental Dam, Downstream Navigation Lock Lift Gate, Snake River, WA, USA [2010]

The finished weight of this structure was 1.5-Million pounds and would ship to the jobsite by barge in three segments. The final gate is 88' W x 84' H

Ice Harbor Dam, Removable Spillway Weir, Snake River, WA, USA [2005]

This removable spillway weir is designed to move juvenile fish more efficiently through the dam spillways. The unit measured 70' in width x 68' in height x 105' in length. It weighed 950-tons and is taller than Thompson's facility! The weir was completely fabricated at TMF and then transported by barge to Cascade General for repositioning before shipping to the jobsite on the Snake River.



Lower Granite Dam, Removable Spillway Weir, Snake River, WA, USA [2001]

The removable spillway weir is designed to move juvenile fish more efficiently downstream through the dam spillways. The weir was 83' wide x 61' deep x 115' long and weighed approximately 1,000-tons. The weir was completely fabricated at TMF and then transported by barge to Cascade General for repositioning before shipping to the jobsite on the Snake River.



Esperanza 124 MW Power Barge [1999]

Recently retrofitted in 2017 in Panama, it was originally fabricated in 1999 by Thompson Metal Fab, and transported to Cascade General in Portland, OR for final assembly and functional testing. The barge measured 105' wide x 30' deep x 284' long with a weight of 1,800-tons. The completed barge was loaded on a 400' L x 100' W barge for delivery to Cascade General.



Golmar Explorer Ship Conversion [1997]

In 1997, Thompson fabricated multiple items for the infamous Golmar Explorer ship which was developed for the CIA and at the direction of Howard Hughes. By the mid-1990's the ship had changed hands a few times over and was in the process of being converted into an oil drilling vessel. TMF fabricated two double-bottom sections, four thruster tubs, vessel exhaust stacks, and manifold systems for this project. Completed components were transported by barge from TMF to Cascade General Shipyard.

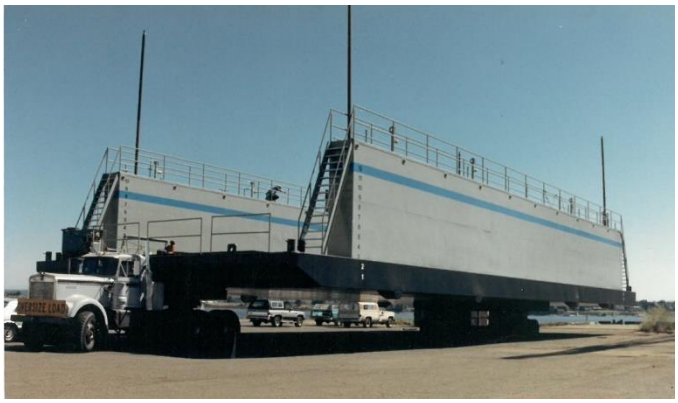


John Day Dam, Upstream Navigation Lock Gate, Columbia River, WA/OR, USA [1991]
This gate was fabricated at the Columbia Business Center. The gate measured 28' deep x 80' high x 120' wide and weighed 105-tons. It was transported standing (80' high) for installation purposes.

Pacific Marine Hull Fabrication, Honolulu, HI, USA [1989]
TMF fabricated a 365-ton "SWATH" (Small Waterplane Area Twin Hull) excursion vessel. The fabrication consisted of twin cigar-shaped hulls that were 9' in diameter and 132' in length with vessel beams measuring 53'. Thompson's location adjacent to the Columbia River proved valuable for launching the vessel. After sea trials, the "Navatek" vessel headed to Hawaii. The vessel is still operating today.



Christensen Shipbuilders, Dry Dock, Vancouver, WA, USA [1987]
210' long dry dock was fabricated by TMF, including all walls, deck, ballast tanks and piping



Columbia River Barge Conversions [1979-1971]
Thompson converted barges to carry wood chips in support of the pulp and paper mills. The converted barges were fabricated to ABS and USCG standards. Projects were installed at our adjacent dock and barge facilities.

Alaska Ferry Conversion [1973]
Thompson Metal Fab supplied an exhaust funnel, solarium structure and modular subcomponents for the passenger ferry that travels the Inland Passage to Alaska. The existing ferry was cut in half and lengthened, with TMF fabricating all components for this major renovation. All items delivered by barge to the shipyard.

Other Examples Include:

- WSDOT Coleman Dock Improvements [2023] *
- Ballard Lock & Dam, Navigation Lock Center Miter Gates, Lake Washington, WA, USA [2022] *

- John Day Dam, 150-Ton Gantry Crane, Columbia River, OR/WA, USA [2022] *
- McNary Dam, Intake Bulkhead Gates, Columbia River, OR/WA, USA [2022] *
- Port of Alaska Petroleum & Cement Terminal Expansion, Anchorage, Alaska, USA [2021]
- Ward Cove Ferry Dock Expansion, Ward Cove, Alaska, USA [2020]
- WSDOT Mukilteo Dock Improvements, Mukilteo, WA, USA [2020] *
- The Dalles Dam, Upstream Navigation Lock Radial Gate, Columbia River, OR/WA, USA [2016] *
- Lower Granite Dam Expansion, Snake River, Washington, USA [1987]
- Revelstoke Dam, Columbia River, British Columbia, Canada [1984] *
- Bonneville Dam Expansion, Columbia River, Oregon, USA [1981] *
- Brownlee Dam Expansion, Snake River, ID/OR, USA [1980] *
- American Falls Dam Replacement, Snake River, ID, USA [1978] *
- Ice Harbor Dam Expansion, Snake River, Washington, USA [1976] *
- Grand Coulee Dam Expansion, Columbia River, Washington, USA [1974] *
- Mica Dam, Columbia River, British Columbia, Canada [1973] *
- John Day Dam, Columbia River, WA/OR, USA [1971] *
- Little Goose Dam, Snake River, Washington, USA [1970] *
- Lower Monumental Dam, Snake River, Washington, USA [1969] *



TANKS/VESSELS

<u>Phillips 66 Prefractioner Tower, Rodeo, CA, USA [2015]</u>

The 200-ton tower stretched 126’ Long and transitions from 10’-6” diameter at the smallest to 17’-0” at the largest. The vessel was manufactured in three separate sections before being married together at Thompson’s shop. The vessel shell and heads are made from clad plate which provides the necessary strength while also providing the required corrosion protection on the interior. For final acceptance, nearly 120,000 gallons of water was pumped into the vessel for a leak test. The vessel was pressurized over a period to ensure that all welds were water-tight.



REC Solar Grade Silicon Project, Moses Lake, WA, USA [2007]

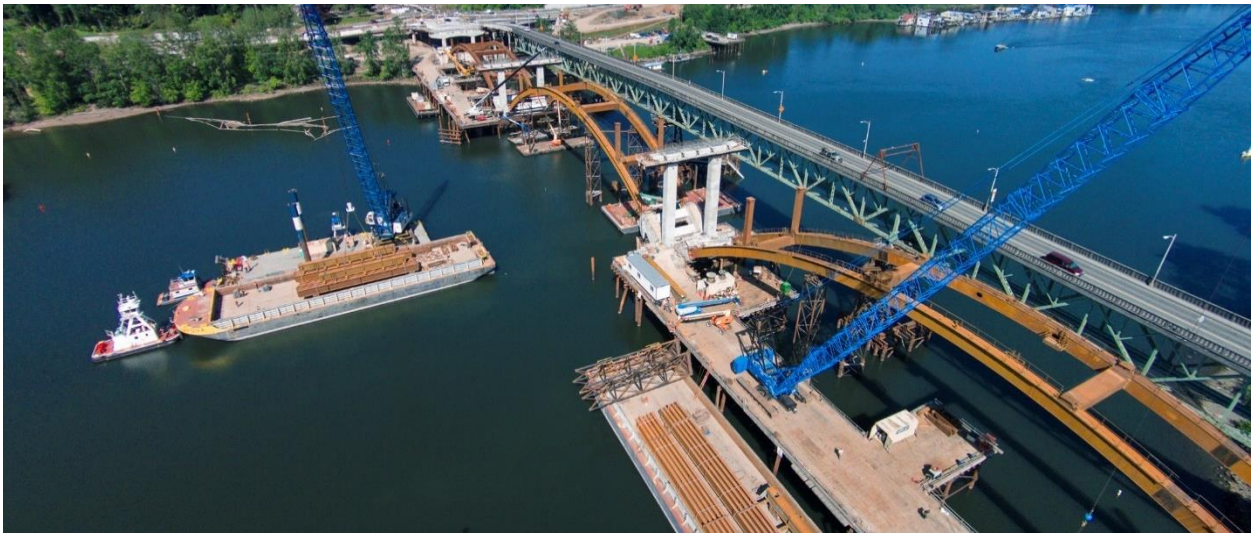
Thompson Metal Fab manufactured a total of 10 process vessels for the solar grade silicon industry. The project included four vessels which required barge transportation due to their size. Those vessels were 150" ID x nearly 120'-0" L and weighed over 200,000 LBS/ea. Vessels were barged to Pasco, WA and then shipped over the road to Moses Lake.



BRIDGE

Sellwood Bridge, Portland, OR, USA [2016]

Thompson's scope of supply included fabrication of all major bridge components: Arches, Arch Cross-frames, Vertical Spandrels, and the Bridge Deck Steel. Over 5,000-tons in total. The distinctive feature of the bridge are the three arches which cover 1,275' of the total 1,976' crossing. Each arch was fabricated in segments, with each segment 100' long. Because of the project's location on the Willamette River, steel was delivered to the jobsite with seven barge loads. Multiple barges can be seen here with incoming steel deliveries.



Bay Bridge Connector, Bay Area, CA, USA [2006]
TMF painted two orthotropic tub girders that were fabricated at the Columbia Business Center. Each weighed more than 1,600-tons and measured over 200' L x 80' W. Girders were transported by barge to the Bay Area for erection.

Richmond San Rafael Bridge, Bay Area, CA, USA [2004]
10,000 tons of structural bridge steel for the substructure was supplied for a seismic retrofit. Total fabrication took three years to complete. Larger components were transported by barge and direct to the jobsite.

Tri-Met Terry Moore Pedestrian Bridge, Portland, OR, USA [1996]
Fabricated at the Columbia Business Center, TMF painted the pedestrian bridge spanning HWY 26 near the HWY 217 junction. Completed sections were shipped by barge to a nearby location before being trucked to the jobsite.

1st Ave & Duwamish Bascule Bridge, Seattle, WA, USA [1996]
Completed truss sections for this project were fabricated at the Columbia Business Center, painted by Thompson, and assembled at the facility. Transportation to the jobsite in Seattle was done over the water, by barge.

Nimitz Freeway, Bay Area, CA, USA [1995]
This project consisted of (13) curved tub girders for the reconstruction of the Nimitz Freeway in the Bay Area. Girders were fabricated at the Columbia Business Center and painted by TMF. The total project weighed 6,000-tons with the largest girders weighing 450-tons; 50' W x 250' L. This project required four barges for delivery to jobsite..

I-90 East Channel Bridge, Seattle, WA, USA [1986]
Trapezoidal tub girders that varied from 98' to 198' in length and weighed between 60 and 200-tons each were fabricated at the Columbia Business Center and painted by Thompson Metal Fab. Girders were pre-assembled and completed sections loaded on a barge for transport to Lake Washington.



Other Examples Include:

- BNSF Bridge 66.4 Replacement, Cook, WA, USA [2020] *
- BNSF Bridge 58.8 Replacement, Home Valley, WA, USA [2019] *
- Wittpenn Bridge, Jersey City, NJ, USA [2017] *
- Sauvie Island Bridge, Portland, OR, USA [2004] *
- Glenn L. Jackson Bridge, WA/OR, USA [1982] *
- Freemont Bridge, Portland, OR, USA [1973] *

MODULAR/STRUCTURAL

Intel Expansion, Hillsboro, OR, USA [2010's - Present]

Expansion at the Intel facility in Hillsboro has been going on for some time and Thompson has supplied numerous modular structures in support of their effort. In 2020, TMF shipped the largest modules to date, buildings that were 44' W x 97' L x 16' H. Due to their size, the buildings could break apart in half, but still required a barge to get from TMF's facility to the jobsite as shipping over the road was not an option.



Caltrans, East Tie-In Project, Bay Area, CA, USA [2008-2009]

Thompson was selected by Caltrans (owner) to work with TY-Lin (designer), CC Myers (contractor) and DCCI (erector) to fabricate 3,100-tons of temporary steel to provide detour for the Oakland Bay Bridge at Yerba Vista Island. Thanks to the size of their facility TMF could meet the 'expedited' schedule requirement for this project. Major components required four barge loads from TMF's facility to the job-site in California. Project was completed in 2009.

OHSU Tram, Portland, OR, USA [2006]

TMF fabricated the center support tower, the lower station, and the upper station for the tram project. The major components were transported by barge from TMF to the jobsite in Portland, OR where they were offloaded and erected.





The team at Thompson Metal Fab standing in front of base of the iconic Portland Aerial Tram mid-tower. The tram is located at the OHSU hospital in Portland and spans across I-405. The tower base is over 40' high as shown in this picture.

Alaska Gold Mining Project, Nome, Alaska, USA [2005]

Thompson fabricated hoppers, grizzly grates, ball mill chutes, structural supports, modification of the ball mill, and other mining equipment for this project. TMF's facility was used for the marshaling yard and the load out point for all equipment and structures. Delivery was made via barge to Nome, AK.

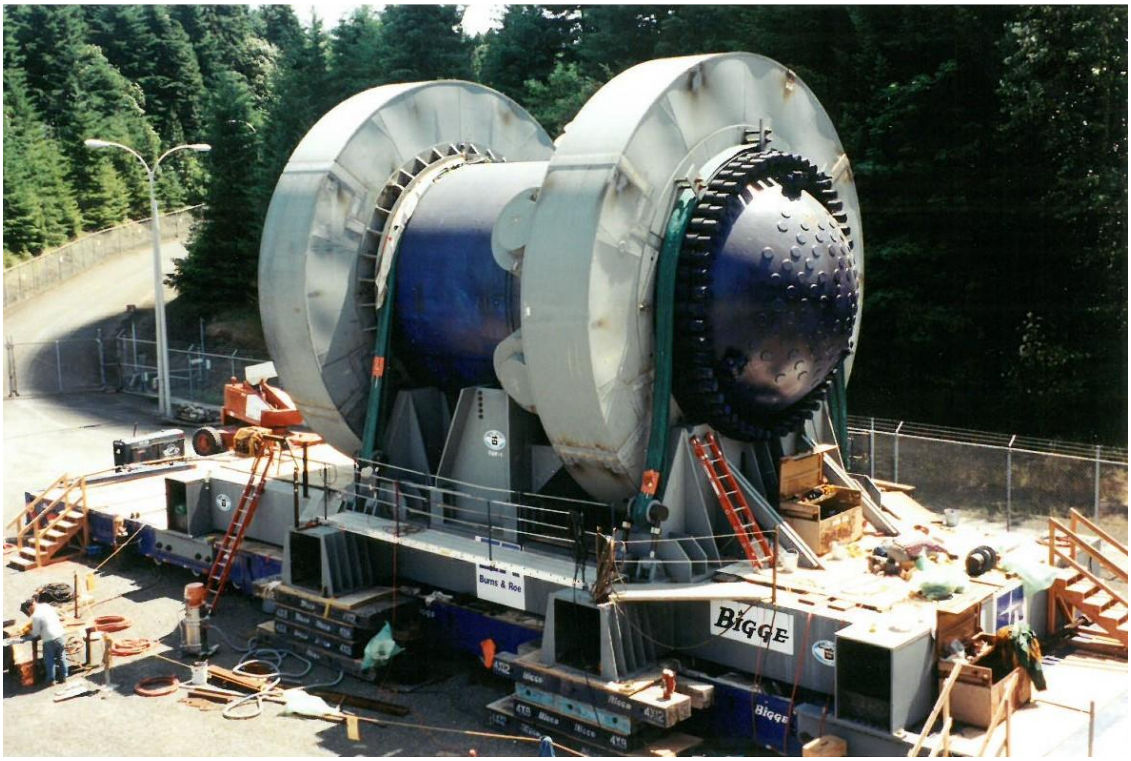
Boeing Delta IV Launch Table, Vandenberg AFB, CA, USA [2003]

The 98' long x 33' high x 46' wide launch table weighed 580-tons. The project also included large flame deflector components which weighed up to 120-tons. The launch table and flame deflectors were fully assembled at the TMF facility and transported by barge to Vandenberg Air Force Base in California. It was then off-loaded an installed at the launch site.



PGE Decommissioning Trojan Nuclear Reactor Project, Rainier, OR, USA [1998]

TMF fabricated a 120-ton transport structure and 5" THK shielding enclosures. The completed structures were shipped by barge to the jobsite where the decommissioned reactor was loaded. The entire load was then shipped by barge to the final storage location at Hanford – Richland, WA.



Powell River Paper Company, British Columba, CANADA [1991]

Thompson supplied the fabricated steel for a Chlorine Dioxide Module that measured 35' wide x 76' high x 35' long. This module weighed 350-tons and was transported by barge in the vertical position from TMF's facility in Vancouver, WA to the Power River Paper Company in British Columbia, Canada.

Georgia Pacific Wood Chip Material Handling System, Toledo, OR, USA [1973]

TMF fabricated six 280' tube conveyor sections and all support towers for this project. The completed structures were transported by barge to Toledo, OR and installed.



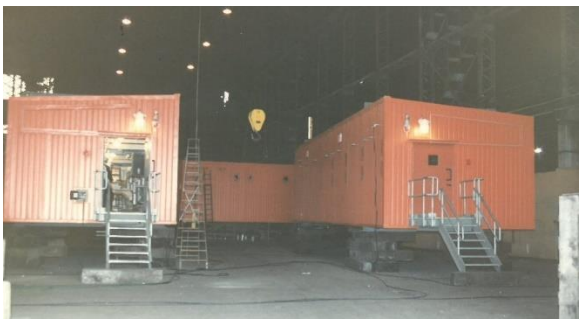
Other Examples Include:

- Data Centers, The Dalles, OR, USA [2010's – Present] *
- Data Centers, Hermiston, OR, USA [2010's – Present] *
- Pre-Heater Tower, Richmond, British Columbia, CANADA [1997]
- Portland Expo Center, Portland, OR, USA [1995]
- Bulk Material Handling System, Sacramento, CA, USA [1993]
- Newport Bay Floating Restaurant, Portland, OR, USA [1986]

OIL & GAS

The turnkey modular service TMF offers today reflects what kicked off in the 1980's. By that point work at Prudhoe Bay was ongoing, but the infrastructure needed to support the development was still in process. In 1984, Thompson supported ARCO by manufacturing two 96-room housing modules. Each module was 40' wide x 46' high x 80' long. In addition, two Utilidor Modules were manufactured *(each 10' W x 22' H x 24 L)*. In 1985, more infrastructure was sent to ARCO; these 'bases' were 33' wide x 100' long x 10' high. Thompson also supported Conoco's Milne Point unit in 1985 with the supply of (10) module bases and (11) skids. These structures weighed anywhere from 20 to 270 tons each, with a max dimension of 64' W x 123' L x 12' H. Manufacturing structures of this size and delivering complete to the jobsite seems strange in the lower-48, but given the expanse of the North Slope, it's well suited to receive large infrastructure without other physical limitations to navigate. Additionally, with as fast as the development was happening, there was a value placed on 'set it and leave it' projects; things that could be installed and immediately put-to-use.









Massive platforms for the Alaska oilfields being fabricated at Thompson Metal Fab in the mid-1980's. The platforms nearly took up the entire width of a bay (80')

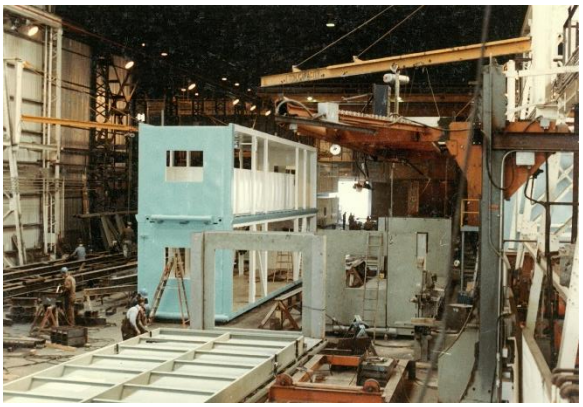


The platforms (seen left) were delivered by barge to Alaska where high capacity trucks and dollies (shown above) off loaded the structures for delivery to the jobsite.

Thompson's experience in supplying the oil fields eventually led to connections with the drilling contractors. The drilling contractors work on behalf of the owners to drill production wells and test holes as part of the exploration process. Drillers operate large equipment (known as rigs) to drill the holes. Thompson's first experience with rigs started in the late 1980's with Pool Arctic *(now Nabors Drilling)* who was a drilling contractor working on Alaska's North Slope. At one point, Pool Arctic operated the largest fleet of drill rigs on the North Slope. When TMF began working for Pool, they were looking to expand their fleet to meet market demand. This required retrofitting current rigs due to advances in equipment technology and drilling conditions that surpassed the capability of their rigs. Retrofitting works the same way as a new-build, only backwards. In a retrofit, the rig is placed on the barge and then shipped to a location large enough to receive it over the water and with enough yard space to accommodate the work. There are very few facilities on the West Coast who can accommodate this. Retrofits are just as attractive to TMF as new-builds. During a retrofit it is not unusual for some level of "rigging down" to happen and for structures to be placed in the shop. In that circumstance, it is very attractive to contractors to work with a facility large enough to handle these structures and keep them under the roof and out of the elements.



AADCO merged with Pool Arctic in 1983 and provided the rig shown above as part of the merger. This rig would be retrofitted by TMF.



Modular fabrication at Thompson Metal Fab for a Pool Arctic retrofit. The modules shown here represent the scale of a 'truckable' module, typically 12' H x 10' W x 40' L

Traditionally, drill rigs are built by manufacturing a series of truckable modules. These modules are fully assembled at the manufacturer's yard for verification, testing, and commissioning. Upon approval, the rig is completely disassembled for transportation to the jobsite. "Rigging up" is the process by which all these truckable modules are then reconnected together and recommissioned. Depending on the size of the rig, it is not unusual for 200 truckloads to be needed to move from the manufacturing location to jobsite. The process of putting a rig back together in remote locations can take months and cuts into production time. The ability to offer a turnkey service and integrate work in Thompson's shop and in their yard ultimately saves money in the long run – and contractors and owners have come to expect the capacity TMF can offer. During the early development of Prudhoe Bay in the Arctic, machinery and field services were limited and getting the required equipment to the jobsite required creative solutions. Field work is expensive and risky; and often there is limitations to what can be performed. Thompson can build larger modules for delivery, which provides a distinct advantage by minimizing costs in the field and minimizing risk.

Parker Drilling was one of the first contractors who recognized that one solution to the problems on the North Slope was to simply to deliver a *bigger* rig. A bigger rig would be capable of holding more robust equipment which would allow for drilling longer, bigger holes for greater production. The benefit of drilling longer holes is that you do not need to move the rig from pad to pad as frequently; you can cover a lot more ground from just one spot. They understood the importance of downtime and the full capacity of what TMF could offer with regards to turnkey modular fabrication. The design for Parker Drilling's Rig 245 swapped out the multiple, smaller, truckable



A large module for Parker Drilling Rig 245 moving from TMF's shop to their yard for assembly. Seen in the background is the mast and substructure of this massive drilling rig.



Rig 245 shown here at the assembly yard. When fully raised, the mast hangs high in the Vancouver, WA skyline.

modules and consolidated them into fewer 'mega modules.' Less modules simply take less time to put back together in the field. What could be 4-6 months in field work could now be up and running in weeks. Also, by eliminating trucks, the risk of loads being damaged during transport is reduced dramatically. Parkers' vision of 'mega modules' required a facility that offered a few things: a big shop, big yard, skilled workforce, access to water for shipping, and a logistically friendly location.



Parker Drilling Rig 245 being 'rigged up' at Thompson Metal Fab's yard. This yard space is immediately adjacent to the manufacturing facility and to the roll-on/roll-off barge slip. The ability to offer turnkey projects and delivery via water has given Thompson Metal Fab an advantage in the marketplace.

Drilling equipment has long been manufactured in Houston, Louisiana, and other Gulf state locations. These facilities manufacture the truckable modules and often the large offshore platforms. They certainly have the shop, yard, workforce, and access to water – but they do not have a strategic location to Alaska when it comes to logistics. To get a barge from the Gulf to the North Slope requires passage through the Panama Canal just to get from one side of the continent to the other. The added time for shipping and the added cost of voyage does not justify the mega module concept. What is needed is a manufacturer in the Pacific Northwest. TMF's location at the old Kaiser shipyard in Vancouver, WA provides the space and direct access to a deep-water barge slip with roll-on/roll-off access. The combination of a heavy-industrial construction facility and a support yard with marine transportation capability is an important asset to the region's industrial job base and has potential to attract large job producing projects. This capability has enabled TMF to stay competitive in a business that has largely moved overseas.

Becoming a proven West Coast manufacturer of drilling equipment gave drilling contractors an option that was not there previously. By entering the market, engineers could now extend the limits of their design and present solutions that were attractive to both contractors and owners who were seeking to replicate what Parker did with Rig 245, the first mega-rig on the North Slope. Among the design variables that has always been taken into consideration are the shipping clearances between our facility and the North Slope of Alaska. In that distance, there are three bridges which loads must pass under: The Interstate Bridge, the Lewis & Clark Bridge, and the Astoria-Megler Bridge. Of those three, the Interstate has the lowest total clearance, but is currently sufficient to meet the requirements of transporting mega modules.



Doyon Drilling Rig 25 shown on the barge in the foreground. Due to the size of the rig and its six mega-modules, two barges were required for delivery to Alaska's North Slope. The background shows the remaining modules for Rig 25, in addition to Parker Drilling's AADU Rigs (Rig 272 and Rig 273)

Thompson's greatest competitive advantage in earning business with the drilling contractors is their ability to ship completed, commissioned, turn-key 'mega modules' to the jobsite. If that advantage is eliminated, they will be priced out of the market. In addition to competing against the Gulf states, they actively compete with Canadian shops in Alberta. Because of the exchange rate, those facilities have a 30% pricing advantage, all other things being equal. That is the magnitude of the shipping advantage they have at Thompson. Contractors are willing to pay a



Picture of the Interstate Bridge in 2011 showing both the original Northbound span (background) and the second span (foreground) which opened in 1958 to traffic in both directions. In 1960, the second span was dedicated to Southbound traffic only. (Photo shows TMF manufactured drill rigs, AADU Rig 272 & 273 for Parker Drilling)

premium to avoid truckable modules manufactured in interior Canada or in the Gulf. It is the Contractor's advantage in the long term to have mega modules as their risk is lower, their down time is lower, field erection and trucking costs diminish, etc. Please note, these mega modules can only have their loads diminished so much (because of shipping clearance issues, etc.) before the concept no longer makes sense and the design is forced back to a more traditional build plan.

THOMPSON
METAL FAB

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PROJECT EXAMPLES:

Hilcorp Innovation Rig, North Slope, Alaska, USA [2016]
The Innovation Rig is the next generation of drilling equipment. At nearly 1.5-Million LBS of steel, this rig consists of multiple modules and was built up to 50' H in TMF's shop before moving to their yard for final fit-up. At 9-months, this was the fastest rig build in Thompson's history, a true testament to their size and capability.



Parker Drilling AADU Rig 272 & 273, North Slope, Alaska, USA [2011]
Each drilling rig was comprised of three main modules. The Mud Modules weigh 600-tons, the Drill Modules weigh 700-tons, and the Utility Modules weigh 460-tons. The Mud and Utility Modules are 48' wide x 55' high x 99' long. The Drill Module is 76' high with the mast in the lay-down position.



Doyon Drilling Rig 25, North Slope, Alaska, USA [2010]
4-million LBS of steel and aluminum fabricated for Rig 25, a project where TMF also acted as the General Contractor. TMF managed all rig-up activities including mechanical, electrical, and functional checkout. This rig consisted of six primary modules: Power Complex (550-tons, 56' L x 40' W x 42' H); Drill Complex (560-tons, 96' L x 37' W x 40' H); Pipe Complex (560-tons, 68' L x 47' W x 25' H); Mud Complex (550-tons, 68' L x 40' W x 49' H); Pump Complex (560-tons, 64' L x 40' W x 52' H); Casing Complex (500-tons, 60' L x 56' W x 40' H). The 26' x 25' Mast extends to 148' L.



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Parker Drilling/British Petroleum Liberty Rig, North Slope, Alaska, USA [2009]



This drilling rig shipped from our facility to the North Slope of Alaska in July 2009. TMF furnished approximately 5.5-milion pounds of fabricated steel. The rig was the world's largest land-based rig at the time of manufacturing and consisted of three large modules. The Drill Module was 58' W x 98' H x 68' L, weighing 900-tons. The Pipe Barn module was 158' W x 45' H x 170' L, weighing 2,560-tons. The Drill Service Module was 50' W x 48' H x 177' L, weighing 2,600-tons.





Pool Arctic Rig 6, North Slope, Alaska, USA [1998]

The Rig 6 project was a retrofit of the existing rig and included all new structural framing in addition to new mechanical components for the moving system. At the time of manufacturing, it was reported by the tire manufacturer to be the largest rubber tire vehicle in the world. Nicknamed 'Radio Flyer', this backbone of this rig is twin 6' x 10' box girders which support the drill floor and mast, and transfers load to the substructure.



Nordic Calista Rig 3, North Slope, Alaska, USA [1998]

In 1998, TMF completed and delivered Modular Mobile Oil Drilling Rig 3 to Nordic Calista. The rig includes 850-tons of fabricated steel, it measures 45' wide x 78' high x 110' long. The rig was transported by barge to the North Slope of Alaska.



Parker Drilling Rig 245, North Slope, Alaska, USA [1990]

In 1990, TMF fabricated a self-propelled mobile oil drilling rig. The drilling module was 43' wide x 78' high x 150' long and weighed 3,000-tons. The utility module was 40' wide x 58' high and 130' long, weighing 1,500-tons. The cutting module is 30' wide x 30' high x 40' L, weighing 350-tons. The completed drilling rig was transported by ocean-going barge from TMF's facility to the North Slope.

ConocoPhillips Milne Point, North Slope, Alaska, USA [1987]

3,400-tons of fabricated modular steel structures were supplied to ConocoPhillips. This took three ocean-going barge loads to deliver to Alaska.

ARCO Operation Center Housing Expansion, North Slope, Alaska, USA [1985]

Modular superstructures (40' W x 65' H x 80' L) were fabricated along with bases and decking housing modules. Completed modules were loaded onto a barge and transported direct to the North Slope.



Other Examples Include:

- Crowley, Monopod Pile, Cook Inlet, Alaska, USA [2014]
- Saxon Rig 147 Retrofit, Cook Inlet, Alaska, USA [2013]
- Saxon Rig 169 Retrofit, Cook Inlet, Alaska, USA [2013]
- Kuukpik Rig 5 Retrofit, North Slope, Alaska, USA [2005]
- Pool Arctic Rig 9, North Slope, Alaska, USA [1999]
- Nordic-Calista Rig 1 Retrofit, North Slope, Alaska, USA [1997]
- Pool Arctic Rig 4, North Slope, Alaska, USA [1994]
- Petro Star Refinery (Valdez), Alaska, USA [1993] *
- Pool Arctic Rig 3, North Slope, Alaska, USA [1990]
- Petro Star Refinery (North Star), Alaska, USA [1985] *
- Trans Alaska Pipeline System (TAPS), Alaska, USA [1977]
- Prudhoe Bay, Alaska, USA
    - *Discovered (1968), Start of Production (1977), Peak Production (1988)*
- Cherry Point Refinery, Washington, USA [1971] *
- Cook Inlet Monopod, Cook Inlet, Alaska, USA [1970's] *
- Kenai Refinery, Alaska, USA [1969] *
- Maintenance on California refining facilities
- Maintenance on Washington refining facilities



With a structural height of 126', this pile template for a monopod in the Cook Inlet (Alaska) is one of the largest structures to ship from the Columbia Business Center in the last 40-years. Thompson Metal Fab manufactured piling for this project, delivered in 2014.



Taken in the early 1970's, the photo above shows Thompson Metal Fab shortly after closing the original facility in Portland and moving to Vancouver. Thompson added fiberglass roofing and walls to bays 5 through 9 to create an enclosed space. The land has been developed quite a bit in the last 40-years (including improvements to the roll-on/roll-off barge slip), but the building remains virtually the same.

LOCAL BENEFIT & LOOKING AHEAD

Because of Thompson's 40-year reputation, logistical advantage and modern quality programs required, they have a distinct benefit. Loss of that logistical advantage due to a diminished shipping clearance (or other) is not something they could replace. Earning this business is a tremendous benefit to Thompson, their employees, and their local community. For example, any one rig project is equivalent to one year of revenues, in addition to hundreds of direct high wage jobs, as well as work for hundreds of local small businesses.

Due to the magnitude of work, contractors often mobilize to Vancouver to manage the construction. This includes management, engineers, and other personnel to ensure that projects are delivered on time. This staff of people stay long-term in local hotels, rent from local citizens, spend entertainment dollars with local small businesses, and are an economic benefit. They not only employ the staff at TMF, but they also employ local electricians, machinists, painters, millwrights, pipe fitters, hydraulic operators, boilermakers, sheet metal workers, and other trades. This work also supports various apprentice programs which train the next generation of trade workers. Loss of this total benefit cannot be replaced.



Local businesses see boosts in revenues when major job producing projects are brought to the Columbia Business Center. Due to the nature of these large projects, stakeholders often move management teams to Vancouver to oversee manufacturing.

History has shown us that building a new link between Vancouver and Portland will bond our communities together and provide opportunity for economic growth and expansion. We also see that there is a correlation between the bridge, the growth of our community, and Thompson Metal Fab. The need for large-scale fabrication remains and markets that require TMF's services show no sign of slowing. There is potential for an industrial rebirth, one that mimics the industrial expansion of the 1950's through 1970's. While it is yet to be seen at the time of this writing, the federal government will at some point pass an infrastructure spending bill, which intends to replace our aging and deteriorating bridges, dams, and other critical works. Just as building these original structures kept generations of people working, so will the effort to replace these structures.

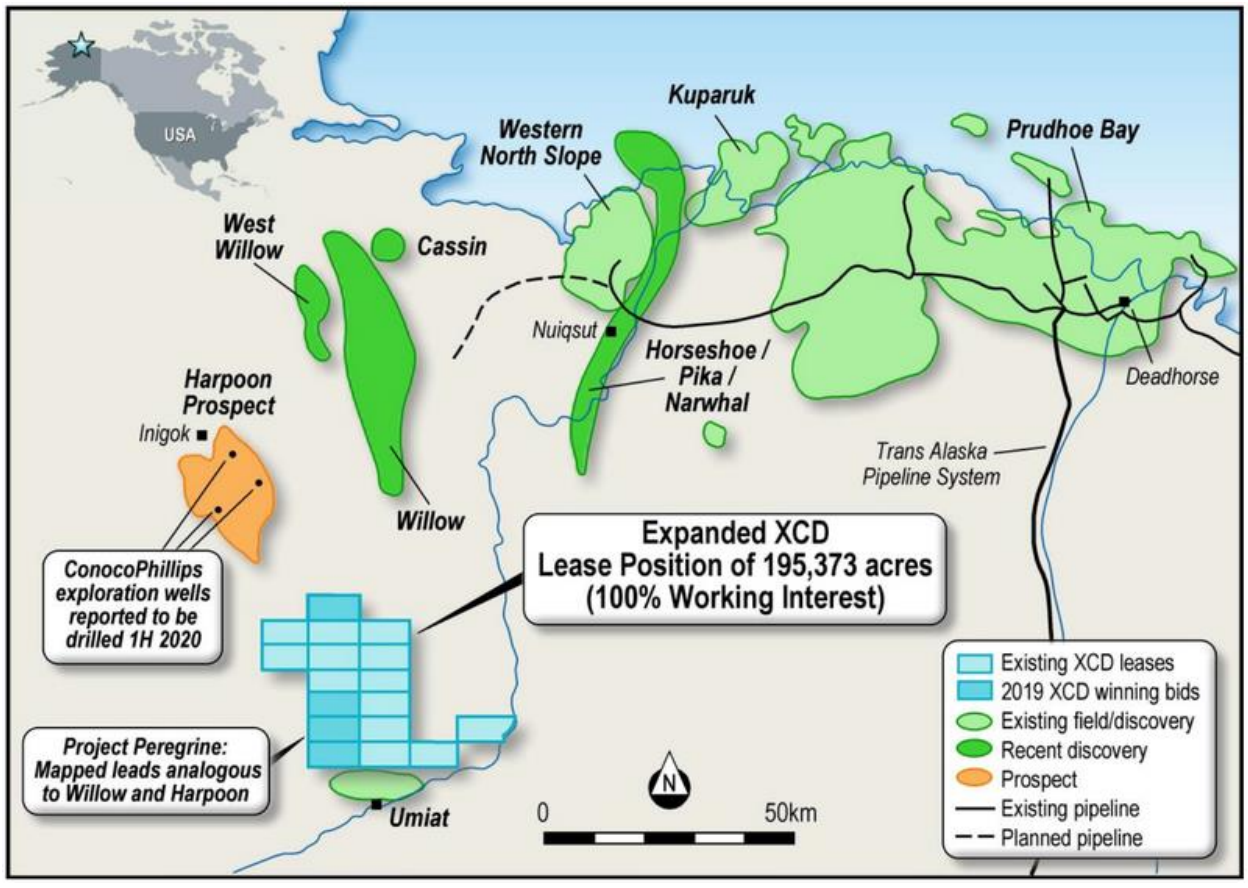
Thompson is encouraged by the commitment made to develop renewable energy sources. TMF has directly supported this effort for decades by manufacturing equipment that grows polysilicon crystals used in the development of solar panels. They have even been successful exporting domestically manufactured polysilicon equipment to countries such as China. Being a part of clean and renewable projects is something TMF does every day, thanks to the nature of their business. Steel is the most recycled material on Earth and steel products are 100% recyclable at the end of their useful life. Once produced, steel can be continually recycled into a new steel product without deterioration in product quality. Even the byproducts of steel work can be reused. Weld slag is used in cement, road construction, fertilizers, and hydraulic engineering. Process gasses are used to produce heat and electricity. Metal oxides can be recovered from steel making dust. Steel's inherent durability and recyclability make it an ideal fit for a circular economy. Allowing Thompson Metal Fab to continue producing steel products in the manner they do currently is a critical component in the continued development of clean energy and in effort to reduce America's carbon footprint.

As Thompson looks ahead to the future, they are currently tracking several projects and emerging markets which will certainly require a shop of their size and skill set. These projects will likely require delivery by barge and be of scale greater than or equal to what has been demonstrated. As noted, TMF has a competitive advantage with projects that require delivery by water and there is no other comparable, active facility with a roll-on/roll-off barge slip on the West Coast. Future opportunities include:

- ConocoPhillips – Willow expansion *(drill rigs, modules)*
- Oil Search – Pikka expansion *(drill rigs, modules)*

- Horseshoe Unit – Future North Slope Expansion *(drill rigs, modules)*
- Aerospace
- Offshore Wind and Wave power generators
- Burnside Bridge
- Golden Gate Bridge Seismic Retrofit
- West Coast Movable Bridges
- Hydroelectric Maintenance Projects
- Desalination in California
- Port of Nome - Expansion

Willow Expansion/Pikka Expansion/Horseshoe Unit



In many regards, the original Prudhoe Bay development has reached the end of its useful life. In 2020 original Owner, BP, sold their Prudhoe rights to ConocoPhillips and Hilcorp. Hilcorp is renowned for their ability to acquire 'legacy wells' and get a high level of production thanks to their ability to match modern technology with lean processes. What bigger companies might steer away from or flat out abandon due to high overheads, Hilcorp (a smaller independent company) can come in and still make profits for many years. The sale of Prudhoe and acquisition by Hilcorp signals the end of an era at Prudhoe, but it also marks the beginning of Alaska's next chapter in oil production.

In 2016, discovery wells were drilled in the Willow unit, owned by ConocoPhillips. The Willow unit is immediately west of Prudhoe and other large operating units but is on land that is largely under-developed. During the expansion of Prudhoe Bay facilities were tied into one another (Alpine, Kuparuk, Oooguruk, Milne Point, North Star, Endicott), man camps often shared, and roads and bridges integrated into one logistical network. Willow is far enough outside of this integrated network that relying on the existing infrastructure to support further expansion is not feasible. New piping systems would be needed, new roads would be required, new processing modules installed, and essentially a 'mini Prudhoe' would need to be built from scratch. After a successful exploration and appraisal season in 2018 it is estimated that Willow could contain up to 750-million barrels of oil and the infrastructure that would support Willow could produce approximately 100,000 barrels per day. Assuming full production each day of the year, Willow would be 'on-line' for 20-years.



This massive process module is being loaded out for delivery to the North Slope of Alaska in July 1990. This industrial equipment rivals the size of most downtown buildings and is representative of the equipment currently being requested for North Slope expansion projects. Due to scale and complex nature of work, this sort of equipment cannot be manufactured at the remote jobsite or accomplished at all in Alaska.



This massive process module is being loaded out for delivery to the North Slope of Alaska in July 1990. This industrial equipment rivals the size of most downtown buildings and is representative of the equipment currently being requested for North Slope expansion projects.

Flanked by existing units, Alpine and Kuparuk, sits Pikka. The Pikka unit is part of the Nanushuk Field which is estimated to hold as much as 1.5-billion barrels of oil. This is considered to be the biggest conventional onshore oil discovery in the US in the last 30-years. Upon full development, it is anticipated that Pikka will produce 120,000 barrels per day, and on some accounts up to 160,000 barrels per day. Conservatively, there is enough oil here to keep Pikka online for nearly 35-years.

Like Willow, there's just no infrastructure in Pikka despite being sandwiched by two existing fields. Early planning on Pikka included budgetary Requests for Proposal which were submitted by Pikka's Owner, Oil Search. One RFP requested multiple modules nearly 80' H x 200' L x 80' W, a fairly typical example of the infrastructure which is required.

Finally, early testing has been going on in the Horseshoe unit of the North Slope (south of the Willow and Pikka unit) and early indication is that Horseshoe will also be a high volume area, with volume of over 1-billion barrels. Combined with Willow and Pikka, the makings of a modern day Prudhoe Bay is in the works and could be a generational project.

Aerospace

Vandenberg Air Force Base is home to the US Air Force, United Launch Alliance, Space X, and now home of the Space Force, a branch of the US Air Force. Blue Origin is looking at Vandenberg as well and this will produce new opportunities for launch facilities. The western range is advantageous and continues to serve the needs of the industry. All these groups are getting a boost from "REACH" (Regional Economic Action Coalition). Currently, Vandenberg has the only Space Launch Complex (SLC) to launch for polar orbit. The Cape is working on a program for this, but currently the capability does not exist.

(Report from 'REACH' available for online viewing at https://reachcentralcoast.org/wp-content/uploads/Phase-0-Report.pdf)

Excerpt from the referenced report:

"Driven in large part by commercial enterprises, space is now a $425-billion industry that's expected to grow to $3-trillion over the next three decades…It's a huge opportunity and why REACH adopted building a thriving space enterprise as a core initiative in our 2030 plan."

This bold plan by the State in collaboration with all the stake holders will result in the construction of new facilities to support launch efforts at Vandenberg. Launch towers and/or mobile assemble buildings will be major projects that will require work on very large structures within this decade. The work on these facilities in the past been done by NW Oregon/SW Washington fabricators – including Thompson Metal Fab. This work requires facilities with large yard areas and heavy fabrication capabilities as well as a barge loading facility that is capable of supporting ocean going barges. There are very few of these types of facilities on the West Coast. The Columbia Business Center is one of those few spaces and represents a location that has both barge loading capabilities and the manufacturing capacity through groups like Thompson Metal Fab.



Pictures from Space Launch Complex-6 on April 26, 2021 show before and during launch of United Launch Alliance Delta IV Heavy rocket carrying a classified spy satellite. The launch table was manufactured by Thompson Metal Fab and delivered to the jobsite in 2003.



Past work in California dating back to the 1960's has been done at the Columbia Business Center. Jacket Liners for the Santa Barbara oil field were built at this location. Work for both Space Launch Complex 3 (SLC 3) and SLC 6 were done at Columbia Business Center. Much of this work required a full bridge raise to facilitate passage of the cargo on board a barge.

In addition to this planning at Vandenberg, Space X is now under contract for two more launches from there.

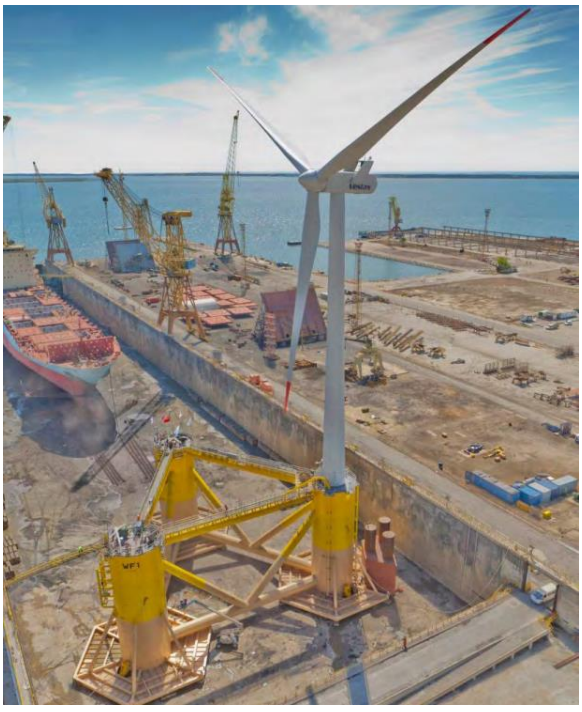
(https://www.noozhawk.com/article/defense_department_awards_contract_to_spacex_for_2_vandenberg_afb_launches)

Excerpt from NOOZHAWK Santa Barbara:

"The Department of Defense awarded Space Exploration Technologies a pair of missions that will involve two rocket launches from Vandenberg Air Force Base for the military's next-generation of space-based tools for warfighters….The announcement in the final hours of 2020 put the firm-fixed-price contract cost for SpaceX at $150,450,000…The first launch will occur in September 2022, and the second mission will take place no later than March 31, 2023, to complete putting the constellation in space, according to the award by the Space Development Agency in Washington, D.C."

SpaceX and United Launch Alliance have been awarded a 40%/60% split for launching DOD payloads. This award was made in August of 2020. For work at Vandenberg, SpaceX will have to add the capability of vertical integration of DOD payloads. This will require Space X to build a Mobile Service Tower (MST) or a similar structure to facilitate vertical integration of their vehicles. Currently SpaceX does all integration horizontally, installing satellites and rockets onto Falcon 9 and Falcon Heavy inside hangars near the company's launch pads. But some of the of the US Government's most sensitive and expensive intelligence-gathering satellites are designed to be mounted on their launch vehicles vertically. SpaceX officials have indicated that vertical integration capability is required of participants in the National Security Space Launch Phase 2 Launch Service Procurement.

Offshore Wind and Wave



Currently there are no independent organizations/companies willing to make the upfront investment into this emerging market. The land based wind industry grew because of federal tax credits that made it profitable, and without federal assistance it is unlikely that offshore systems will get the boost needed.

Recently, the administration under President Biden cited their plan to expand the use of off-shore wind farms in effort to develop renewable energy sources. The goal of the Biden Administration is to increase capacity of the current off-shore systems to power 10-Million homes by the year 2030. To meet that target, the administration intends to accelerate the permitting of projects along the coastlines and to open waters for development. $3-Billion in federal loan guarantees are available for offshore wind projects and for investing in the nation's port properties to support wind construction.

Mirroring this goal to develop offshore wind energy, the states of California and Oregon have introduced bills to develop wind energy along their coastlines. California bill AB525 sets a goal of 10GW of offshore wind by 2040,

3GW of which to be established by 2030. Oregon's HB3375 also sets a goal of 3GW by 2030. Oregon's effort is sponsored by a Republican (Rep. David Brock Smith) who has positioned the states bill as an opportunity to stimulate economic development and resiliency.

Currently there is not a facility on the West Coast that is set up to assemble these massive offshore wind systems. Thompson Metal Fab certainly has the capacity to manufacture the floating bases, and the facility/space to receive the wind towers and turbines. We also have the space to perform all assembly required. All opportunity to participate with this emerging market is gone however if the new bridge is not at a suitable height. Our current plan to participate with this emerging market is to manufacture the bases at TMF and float them downstream to a satellite yard where the towers and turbines can be assembled and installed on our bases. With that plan in place, we can utilize our current facility for all the heavy manufacturing, and provided that we are not impacted by the height of the I-5 bridge, we can ship these structures to wherever the assembly yard is located. The Biden administration keys in on one important factor, most coastal port properties are not currently set up to handle this massive manufacturing and investment in the properties must be made.

Most of the current facilities manufacturing offshore structures are on the American East Coast, or in the Gulf. Even though these facilities have the capacity, they are not well positioned to support the manufacturing of offshore systems for the West Coast. To reach the West Cost, all cargo must travel through the Panama Canal and the distance associated with voyage makes the transportation very expensive and further defines the reason why developing a manufacturer on the West Coast is so important.



Figure A-20 Vancouver

Image above comes from BOEM report in 2016 which evaluates various sites on the West Coast that would be suitable for the development of offshore wind power manufacturing. The far right shows the Columbia Business Center, and predominantly in middle is Thompson Metal Fab.

Thompson Metal Fab is one of possibly two manufacturers on the West Coast who has the size of facility, yard space and direct access to water to make our company a very attractive option for full-scale manufacturing of offshore systems. When you look at the total capacity of the Columbia Business Park, there is more than enough space and infrastructure to use our location in a dynamic way. If the new bridge does not at least accommodate this emerging market, it will be very difficult to develop the required infrastructure at all on the West Coast. Let us not lose what we currently have.

On March 3rd, 2016, the Bureau of Ocean Energy Management published a 256-page report that names the Columbia Business Park as a viable option for manufacturing offshore wind systems, but also notes that if the new height of the I-5 bridge is lowered below its current air gap it will severely restrict this type of manufacturing for any facility that is upstream of the bridge (i.e. Thompson Metal Fab).

To download a PDF file of the Environmental Studies Program report, go to the US Department of the Interior, Bureau of Ocean Energy Management, Environmental Studies Program Information System website and search for OCS Study BOEM 2016-011.



Images above comes from the 2016 BOEM report which shows the manufacturing and shipping capabilities of the Columbia Business Center for the wave power industry.

Burnside Bridge

The Burnside Bridge is scheduled for start of construction in 2024. There are two alternatives to the movable portion of the bridge: Replace the existing double-leaf bascule bridge with a vertical lift bridge – or – replace the bridge with a modern double-leaf bascule. The replacement of the approaches is difficult and would be best with a long span alternative. The option of a Tied-Arch, Cable-Stayed or Truss Span is attractive.



Image above shows the Sauvie Island Bridge being shipped to the jobsite via barge on the Willamette River and passing under the Burlington Northern RR Bridge in Portland, OR. Delivery of steel for the new Burnside Bridge would take a similar approach, due to the limited area for construction at the jobsite in downtown Portland, OR. Bridge steel coming from the Columbia Business Center would pass under the Interstate Bridge to reach the jobsite.

Due to congestion at the job site, moving the major spans into place will be done by water. Similar work has been done in the past on the Freemont Bridge, Sauvie Island Bridge and Sellwood Bridge.

Golden Gate Bridge Seismic Retrofit

The Golden Gate Bridge has an upcoming project that is one of the largest projects on a single bridge that is not new construction. The iconic towers on the Golden Gate Bridge will be retrofitted in addition to the deck steel between the two towers. This project was due to be completed by 2024 but has been delayed by other projects *(currently scheduled to be complete in 2023)*.

West Coast Movable Bridges

California has 36 movable (non-railroad) bridges. Of that group, four are in poor condition and 25 are in fair. Replacement will be recommended for some of these bridges and most will be shipped to the job-site by barge.

Oregon has the previously mentioned Burnside Bridge coming up. Additionally, the Rose Quarter Improvement project which will include the manufacturing of major steel spans.

Washington has 51 movable bridges (non-railroad). 10 are in poor condition and 34 are in fair condition. These bridges will be slow to replace due to budget issues but most of the poor condition bridges will be replace.

Hydroelectric Maintenance Projects

The current 2021 (fiscal year) budget work plan for the US Army Corps of Engineers is $2.7-Billion. Much of this work will be on the Columbia River system. Applicable work for TMF is as follows:

<u>Portland District</u>

- Bonneville Dam
  - Powerhouse 2, 65-Ton Tailrace Gantry Crane Replacement
  - Headgate Repair Pit Rehab
  - Powerhouse 1 Trash Racks
  - Fish Guidance Efficiency
- John Day Dam
  - Navigation Lock Downstream Gate Bearing Shoe Replacement
  - Trash Racks Replacement
- Cougar Dam:
  - Spillway Gate Rehab
  - Butterfly Valves



- Foster Dam:
  - Oil Spill Prevention
  - Oil Water Separator
  - Fish Weir Follow-on
- Detroit Dam:
  - Spillway Gate Rehab
- Dexter Dam:
  - Trash racks
  - Intake Gates
  - 25-Ton Intake Gantry Crane Replacement
- Green Peter Dam:
  - 180-Ton Bridge Crane Rehab
- Big Cliff Dam:
  - 40-Ton Intake Gantry Crane
  - Trash Racks and Gates Rehab

Seattle District

- Libby Dam
  - 75-Ton Intake Gantry Crane Rehab
- Albeni Falls Dam
  - Turbine Maintenance Platform
- Chief Joseph Dam
  - Intake Gates Rehab or Replacement
  - Turbine Maintenance Platform
  - 50-Ton Intake Gantry Crane Rehab
  - 18-Ton Tailrace Gantry Crane Rehab

Walla Walla District

- Ice Harbor Dam
  - Intake Gate Hydraulic System Upgrades
- Lower Monumental Dam
  - Turbine Maintenance Platform
- Lower Granite Dam
  - Turbine Maintenance Platforms

Desalination in California

California is always in a water crisis. They have new reservoirs planned that will require outlet works, gates, etc. Most of this work will ship by truck/train, but shipping over the water (by barge) will be the modular structures for new equipment in the planned Desalination facilities that California needs to sustain the population growth.

30-miles north of San Diego is the Claude "Bud" Lewis Carlsbad Desalination Plant, the largest effort in North America to turn salt water into fresh water. Each day 100-million gallons of seawater are pushed through semi permeable membranes to create 50-million gallons of fresh water that is piped to municipal users. Carlsbad, which became fully operational in 2015, creates about 10% of the fresh water the 3.1-million people in the region use, at about twice the cost of the other main source of water. This is a real issue for California and will require the state to build more of these desalination plants.

Wartime Efforts



Henry Kaiser's Vancouver Shipyard, shown in development in 1942. Eventually becoming the Columbia Business Center, this facility would become a strategic West Coast manufacturing facility.

It is important to plan for the unforeseen as well. Contingency comes in many forms; but let us not lose sight of the reason why the facility exists to begin with. Kaiser built the facility as part of the war effort in WWII. Because of the shipping clearances allowed when the drawbridge was at full height, the Vancouver Shipyards could produce Liberty and Victory war ships despite being upstream from the bridge. If that height is impacted by a fixed structure at a *lower* clearance, the ability for Thompson to support major wartime efforts is certainly diminished especially when compared to the capacity we could offer today. As noted previously, we are one of only a handful of facilities on the West Coast who has facility large enough to manufacture the structures we do and ship over the water. Reducing shipping clearances will certainly limit Thompson's ability to be a strategic West Coast manufacturer if a major wartime event occurs.

IN CLOSING

Thompson Metal Fab supports the new Interstate Bridge Replacement project. The region has outgrown the capacity of the current span and a new bridge is needed to reflect current and future needs. Innovations in transportation have changed the way people travel and move goods since 1917; and modern engineering, materials, manufacturing, and construction should allow for a beautiful, robust structure that will serve the needs for future generations. Currently the lift span on the Interstate Bridge is 178' at maximum clearance, any reduction

on a new span will have significant impact on TMF's industrial competitiveness. Less clearance will inhibit Thompson's ability to attract job-producing industrial projects to the region. Lower bridge clearance will also cause constraints for current and future energy infrastructure needs where TMF is counted on to be a major supplier to energy producers. Impacts to clearance could also affect the development of renewable energy sources, such as offshore wind. A facility, like that at Thompson Metal Fab in the current configuration, will be critical in the success of offshore wind programs on the West Coast. Additionally, users such as the US Army Corps of Engineers, will be impacted as they depend on TMF to deliver structures by barge to support our region's dams and ports East of I-5.

We recognize a new Interstate Bridge replacement needs to meet the requirements of all modern and future modes of transportation, and that requirement will most likely impact our historical, current, and future usage of river transit. However, Thompson also recognizes the importance of a new, safe, and modern bridge to the region, and is willing to work with the Interstate Bridge Replacement project team to preserve Thompson Metal Fab and hundreds of family wage jobs, while at the same time advancing a much needed new bridge to the future.

Sincerely,

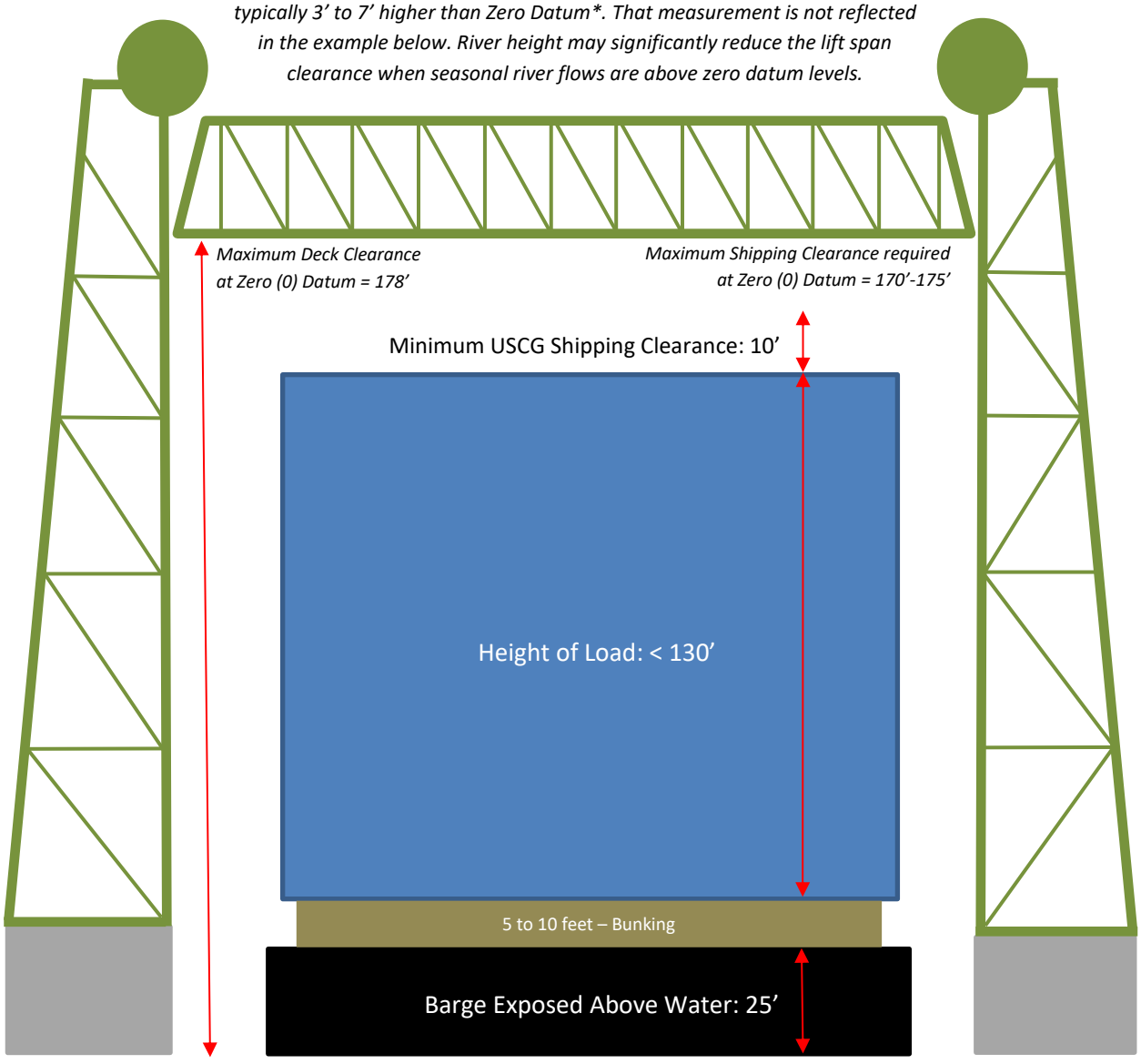


John B. Rudi
Owner/President
Thompson Metal Fab

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METAL FAB

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Clearance information assumes Zero (0) Datum. The Columbia River is typically 3' to 7' higher than Zero Datum. That measurement is not reflected in the example below. River height may significantly reduce the lift span clearance when seasonal river flows are above zero datum levels.*



* https://water.weather.gov/ahps2/hydrograph.php?wfo=pqr&gage=vapw1

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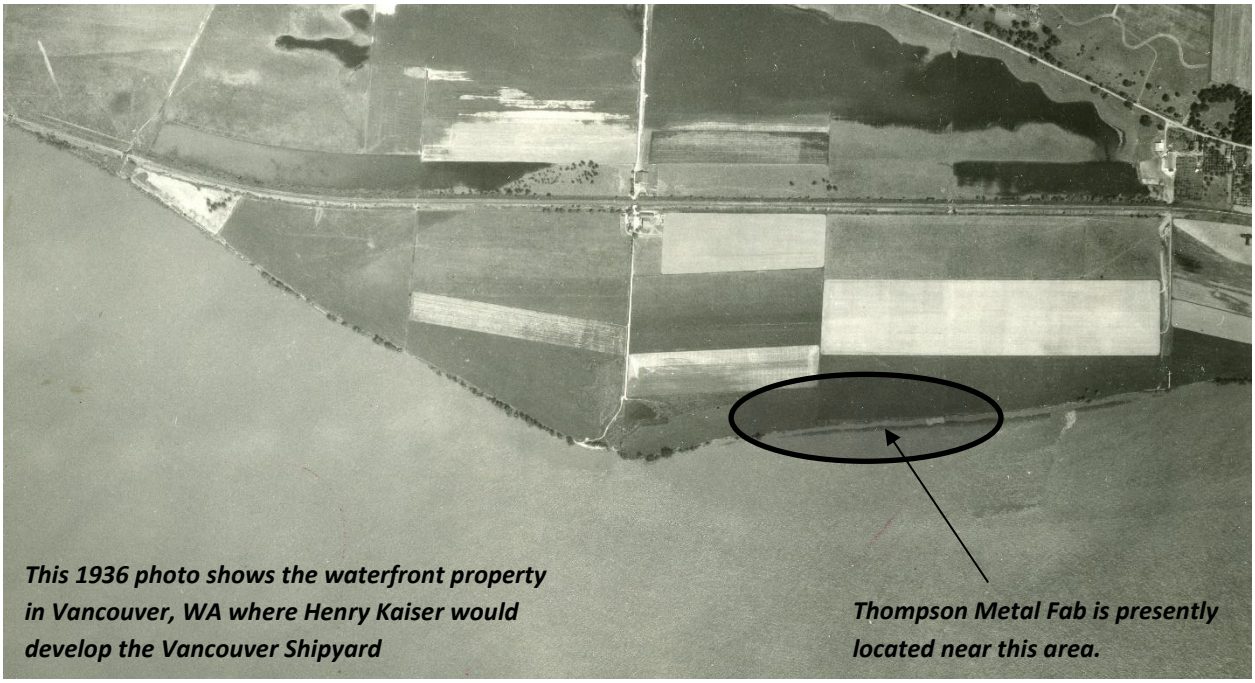
EXAMPLES OF THOMPSON METAL FAB PROJECTS WHICH REQUIRED BRIDGE LIFT

Owner	Project Name	Shipping Date	Shipping Destination	Number of Barges	Barge List, FT *(height exposed above waterline)*	Dunnage/Blocking Height (ft)	Height of tallest structure (ft)	USGC Minimum Gap (ft)	Total Required Clearance, FT *(Assumes Zero Datum)*
AKDOT	Ward Cove Ferry Dock Expansion	2020	Ketchikan, AK	1	25	5	14	10	**54**
Intel	LARK E-Houses	2020	Hillsboro, OR	1	25	5	16	10	**56**
ASE	Wind Tunnel Retrofit	2019	Tongue Point, OR	1	25	5	18	10	**58**
Hilcorp	Innovation Rig	July 2016	North Slope, AK	1	25	10	50	10	**95**
Multnomah County	Sellwood Bridge	2015-2016	Portland, OR	7	25	5	20	10	**60**
Furie	Monopod Pile	July 2014	Cook Inlet, AK	1	25	0	126	10	**161**
Saxon Drilling	Rig 147	July 2013	Kenai, AK	1	25	10	40	10	**85**
Saxon Drilling	Rig 169	July 2013	Kenai, AK	1	25	10	40	10	**85**
Parker Drilling	Rig 272	July 2011	North Slople, Alaska	1	25	10	113	10	**158**
Parker Drilling	Rig 273	July 2011	North Slople, Alaska	1	25	10	113	10	**158**
Doyon Drilling	Rig 25	July 2010	North Slople, Alaska	2	25	10	70	10	**115**
British Petroleum (BP)	Liberty Rig	July 2009	North Slople, Alaska	2	25	10	100	10	**145**
CalTrans	East Tie-In	2008-09	Bay Area, CA	2	25	5	40	10	**80**
OHSU	Portland Aerial Tram	2006	Portland, OR	1	25	10	33	10	**78**
CalTrans	Bay Bridge Retrofit	2006	Portland, OR	3	25	5	60	10	**100**
US Army Corps of Engineers	Ice Harbor RSW	March 2005	Portland, OR (Swan Island) and then to Ice Harbor Dam	1	25	5	68	10	**108**
Samuel Engineering	Alaska Gold Mining	2005	Nome, AK	1	25	5	50	10	**90**
CalTrans	Richmond San Rafael Retrofit	2004	Bay Area, CA	1	25	5	40	10	**80**
Boeing	Delta IV Launch Table	2003	Vandenberg AFB, CA	1	25	10	33	10	**78**
US Army Corps of Engineers	Lower Granite RSW	March 2001	Portland, OR (Swan Island) and then to Lower Granite Dam	1	25	5	61	10	**101**
Pool Arctic	Rig 9	1999	North Slope Alaska	1	25	10	60	10	**105**
Cascade General	Esperanza Power Barge	1999	Portland, OR	1	25	10	30	10	**75**
Pool Arctic	Rig 6	1998	North Slope, AK	1	25	10	60	10	**105**
PGE	Trojan Decommissioning	1998	Hanford, WA	1	25	5	40	10	**80**
Nordic-Calista	Rig 3	July 1997	North Slople, Alaska	1	25	10	78	10	**123**
LaFarge Cement	Pre-Heater Tower	1997	Richmond, BC, Canada	1	25	5	60	10	**100**
Cascade General	Golmar Explorer Ship Conversion	1997	Portland, OR	1	25	5	30	10	**70**
TriMet	Terry Moore Pedestrain Bridge	1996	Portland, OR	1	25	5	30	10	**70**
WSDOT	Duwamish Bascule Bridge	1996	Seattle, WA	1	25	5	30	10	**70**
CalTrans	Nimitz Freeway	1995	Bay Area, CA	4	25	5	70	10	**110**
Port of Sacramento	Bulk Material Handling System	1993	Sacramento, CA	1	25	5	50	10	**90**
Powell River Paper Company	Chlorine Dioxide Module	November 1991	British Columbia, Canada	1	25	5	76	10	**116**
Parker Drilling	Rig 245	July 1990	North Slople, Alaska	1	25	10	78	10	**123**
Pacific Marine	SWATH Hull	1989	Honolulu, HI	1	25	10	60	10	**105**
Christenesn Marine	Dry Dock	1987	Vancouver, WA	1	25	10	40	10	**85**
ConocoPhillips	Milne Point Modules	1987	North Slope, AK	3	25	10	30	10	**75**
	Newport Bay Floating Foundation	1986	Portland, OR	1	25	5	20	10	**60**
WSDOT	I-90 East Channel Bridge	1986	Seattle, WA	1	25	5	30	10	**70**
ARCO	Housing Expansion	July 1985	North Slople, Alaska	1	25	5	65	10	**105**
Georgia Pacific	Wood Chip Material Handling System	1973	Toledo, OR	1	25	5	60	10	**100**

Bridge to be opened at Captain's discretion for loads under 72' high.

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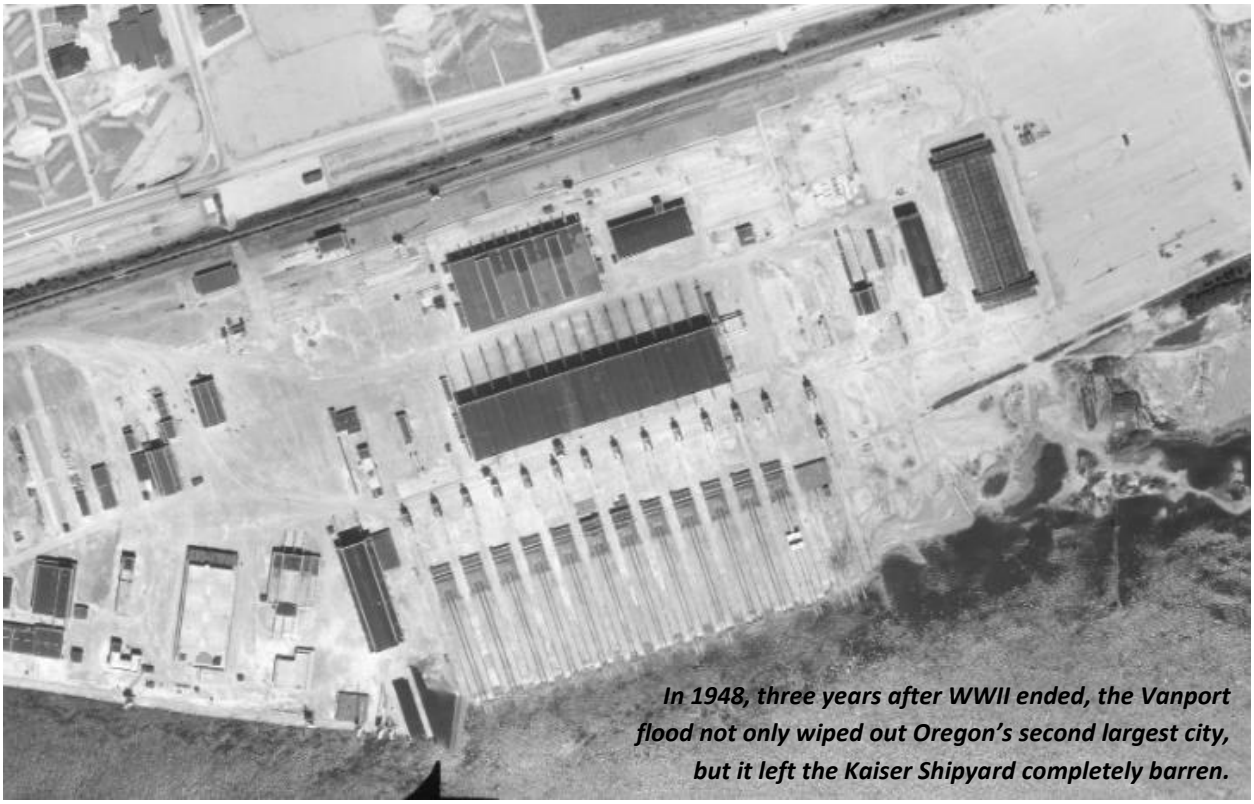


This 1936 photo shows the waterfront property in Vancouver, WA where Henry Kaiser would develop the Vancouver Shipyard

Thompson Metal Fab is presently located near this area.



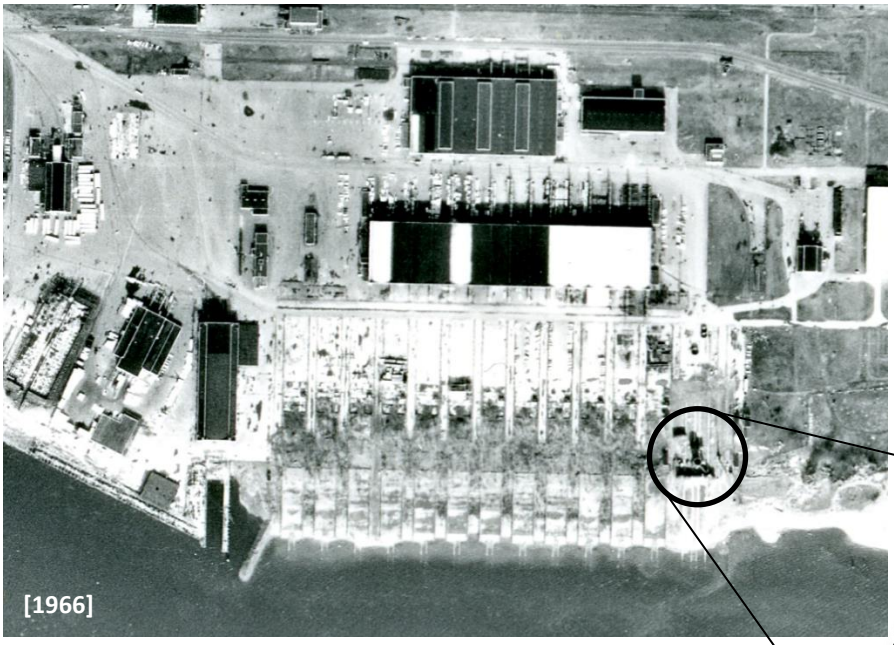
In just a few years nearly 200-acres was redeveloped, providing Vancouver a major industrial waterfront facility. An active Kaiser Shipyard is shown here in 1943



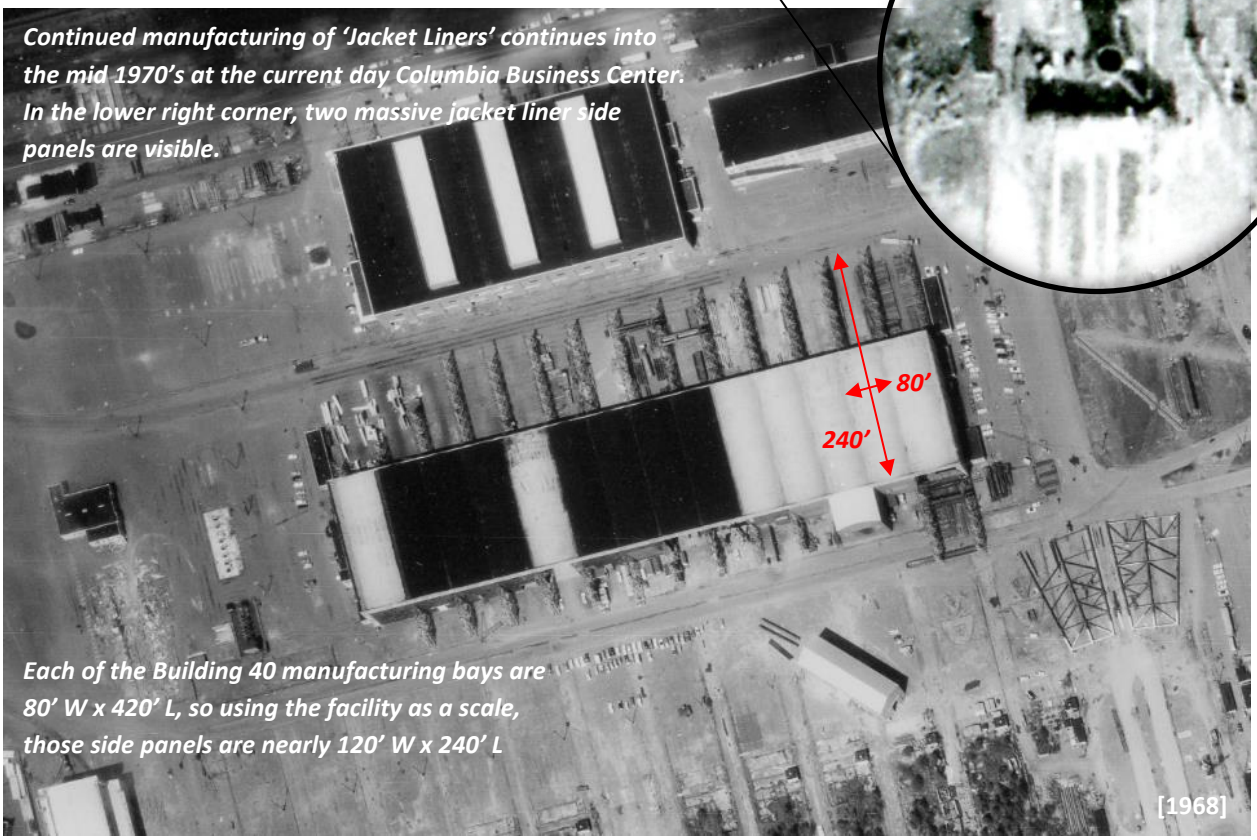
In 1948, three years after WWII ended, the Vanport flood not only wiped out Oregon's second largest city, but it left the Kaiser Shipyard completely barren.



By 1956, the facilities at the current Columbia Business Center are in full operation once more, leveraging the capacity to support the industrial needs of the time.

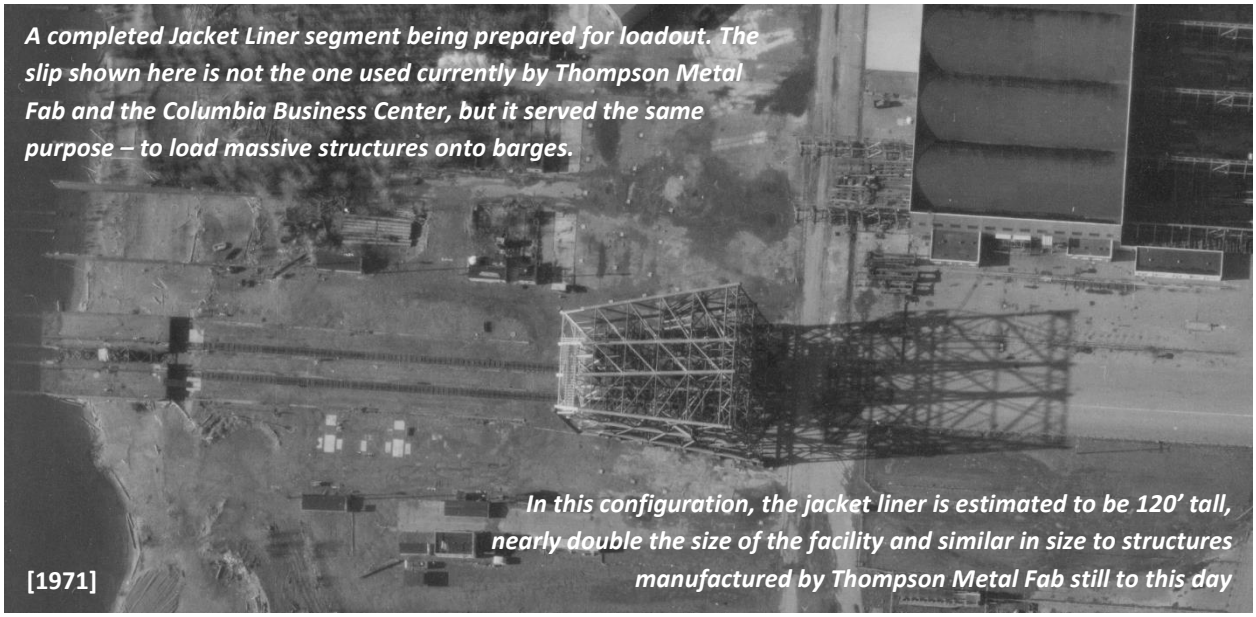


The development of offshore oil in California required the fabrication of massive infrastructure. Typically, offshore oil fabrication is done in the Gulf states, but with major oil production now on the West Coast those Gulf state areas could not lend support and a West Coast facility was required.



THOMPSON METAL FAB

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A completed Jacket Liner segment being prepared for loadout. The slip shown here is not the one used currently by Thompson Metal Fab and the Columbia Business Center, but it served the same purpose – to load massive structures onto barges.

In this configuration, the jacket liner is estimated to be 120' tall, nearly double the size of the facility and similar in size to structures manufactured by Thompson Metal Fab still to this day

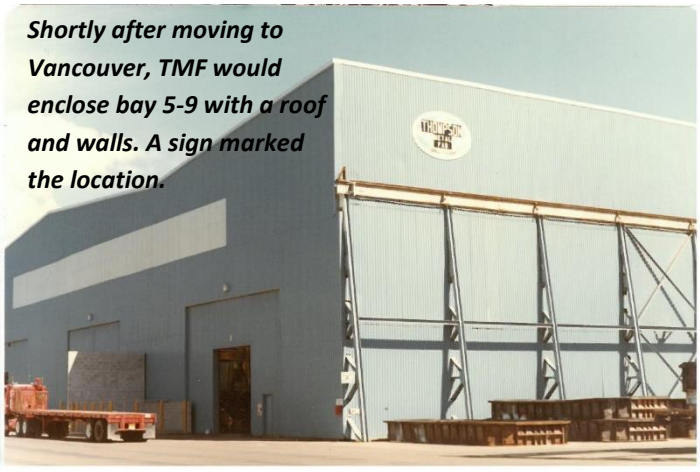
[1971]



Roofing being extended to Building 40, Bay 10-12 (current Thompson Metal Fab).



TMF Project Managers, early 1970's



Shortly after moving to Vancouver, TMF would enclose bay 5-9 with a roof and walls. A sign marked the location.

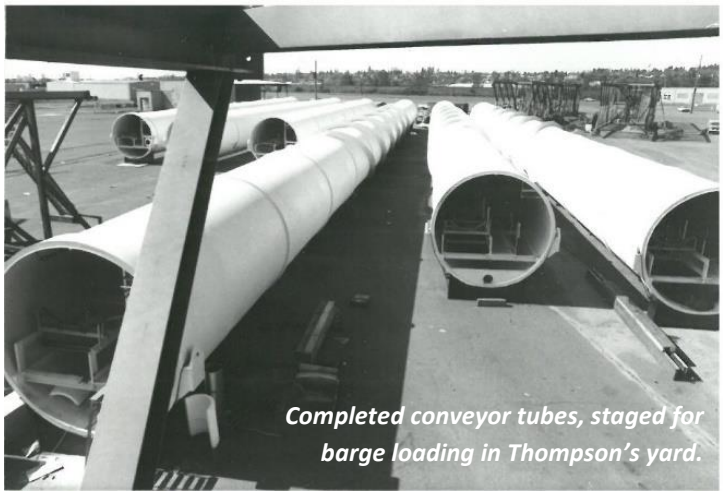
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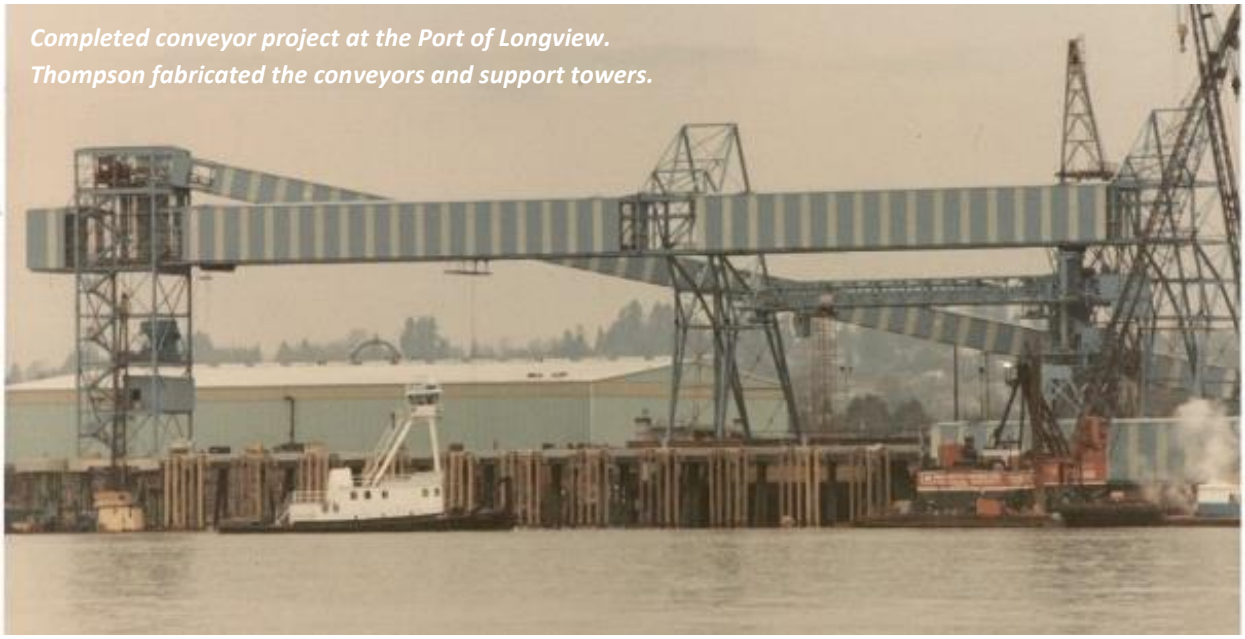




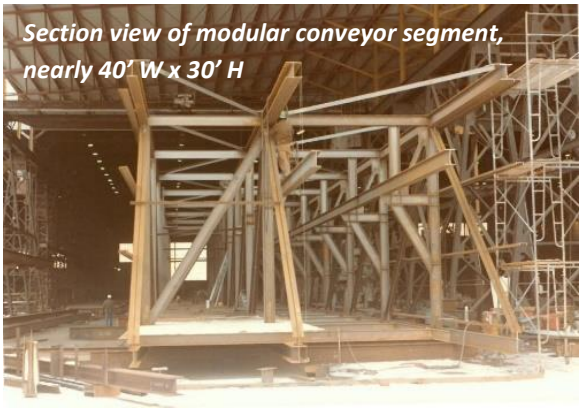
Conveyor systems and support towers were a major part of Thompson's first few decades at the Columbia Business Center. TMF's barge slip allowed for massive, modular deliveries to Ports, pulp & paper factories, and other industrial areas.

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Completed conveyor project at the Port of Longview. Thompson fabricated the conveyors and support towers.



Section view of modular conveyor segment, nearly 40' W x 30' H



Conveyor being loaded on barge at Thompson Metal Fab.

There are numerous Ports on the Columbia River with large, developed properties and robust industrial activity. These Ports are critical to our region and are the hub for most incoming goods.

Conveyor systems are often used at Ports to quickly handle and transfer bulk materials. Thompson Metal Fab manufactured and delivered the massive conveyor system and support towers shown here and delivered to the Port of Longview.

Modular structures were loaded on a barge and erected in the field. Delivering modular units allows for quicker assembly in the field and easier integration of all mechanical components.

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Conveyors come in many shapes and sizes, depending on the intended use. Shipping the structures pre-assembled saves on time and money in the long-run and is a value-add for Owners and other stakeholders. Shown here are additional examples of projects that were manufactured by Thompson and delivered all over the West Coast, from Toledo, OR to Sacramento, CA.





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Heavy ducting for baghouses requires a facility like Thompson's. They can accommodate the size of the infrastructure in their shop and ship over the water by barge. The large duct section shown here is nearly 30' high and over 100' long.

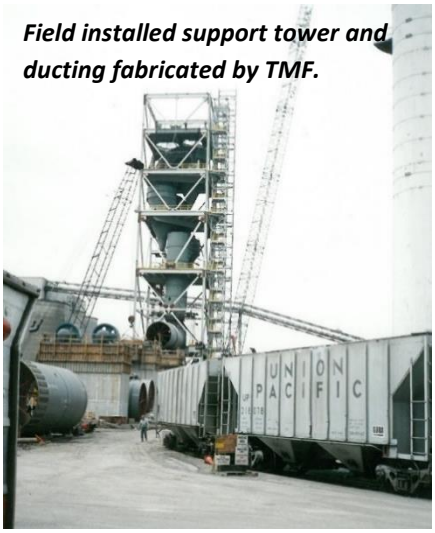




Structural tower inside Thompson's shop being outfitted with piping and ducting systems. This tower is well over 30' high.

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Field installed support tower and ducting fabricated by TMF.



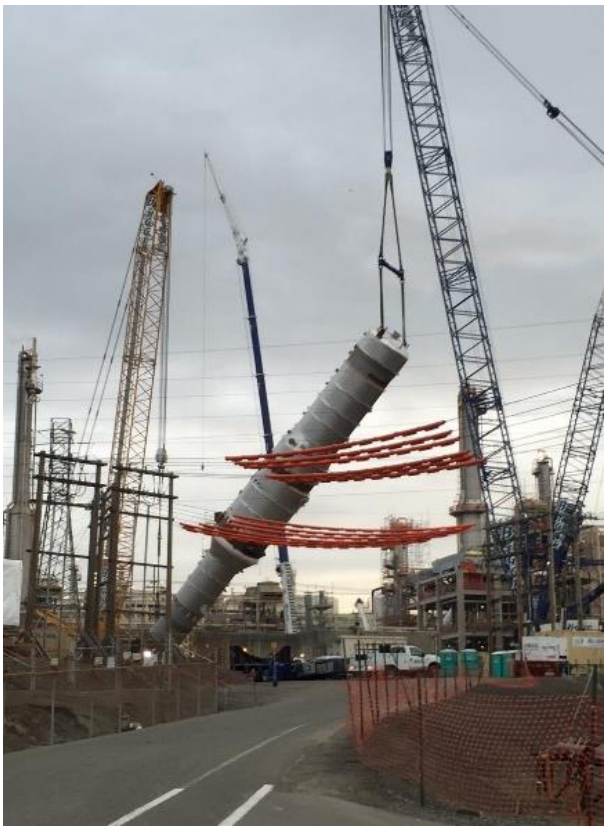
Baghouse components being loaded on a barge from Thompson Metal Fab's facility



Nearly touching the rafters, this giant structural building will soon be outfitted with mechanical items prior to load out on the barge. The size of Thompson's facility provides value to project owners who seek out modular, turn-key solutions for their infrastructure needs.

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METAL FAB

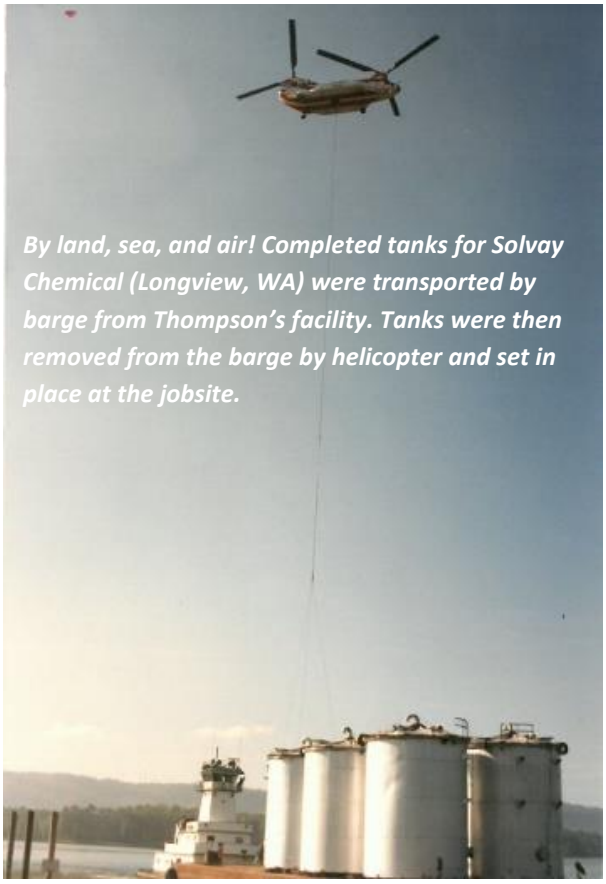
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Refineries on the West Coast are typically located on coastal properties or are otherwise accessible by deep water ports. In addition to capacity expansion and improvements, these facilities have processing vessels and other equipment that wear out over time and need to be replaced.

Shown here at the Phillips 66 facility in Rodeo, CA, Thompson Metal Fab fabricated a "prefractioner" tower which was 17' diameter x 126' L. Too large and heavy to ship over the road, this vessel was delivered by barge and direct to the jobsite.





By land, sea, and air! Completed tanks for Solvay Chemical (Longview, WA) were transported by barge from Thompson's facility. Tanks were then removed from the barge by helicopter and set in place at the jobsite.



Process vessels and skids are being loaded on a barge from Thompson Metal Fab's facility. This load will be delivered to Alaska and used on the North Slope. These units are well over 20' and 40' long.





Large tanks for Amalgamated Sugar in Portland, OR. The tanks are used as part of their manufacturing process. Due to the size of the tanks, they were shipped by barge and then transloaded to a truck for final delivery.

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METAL FAB



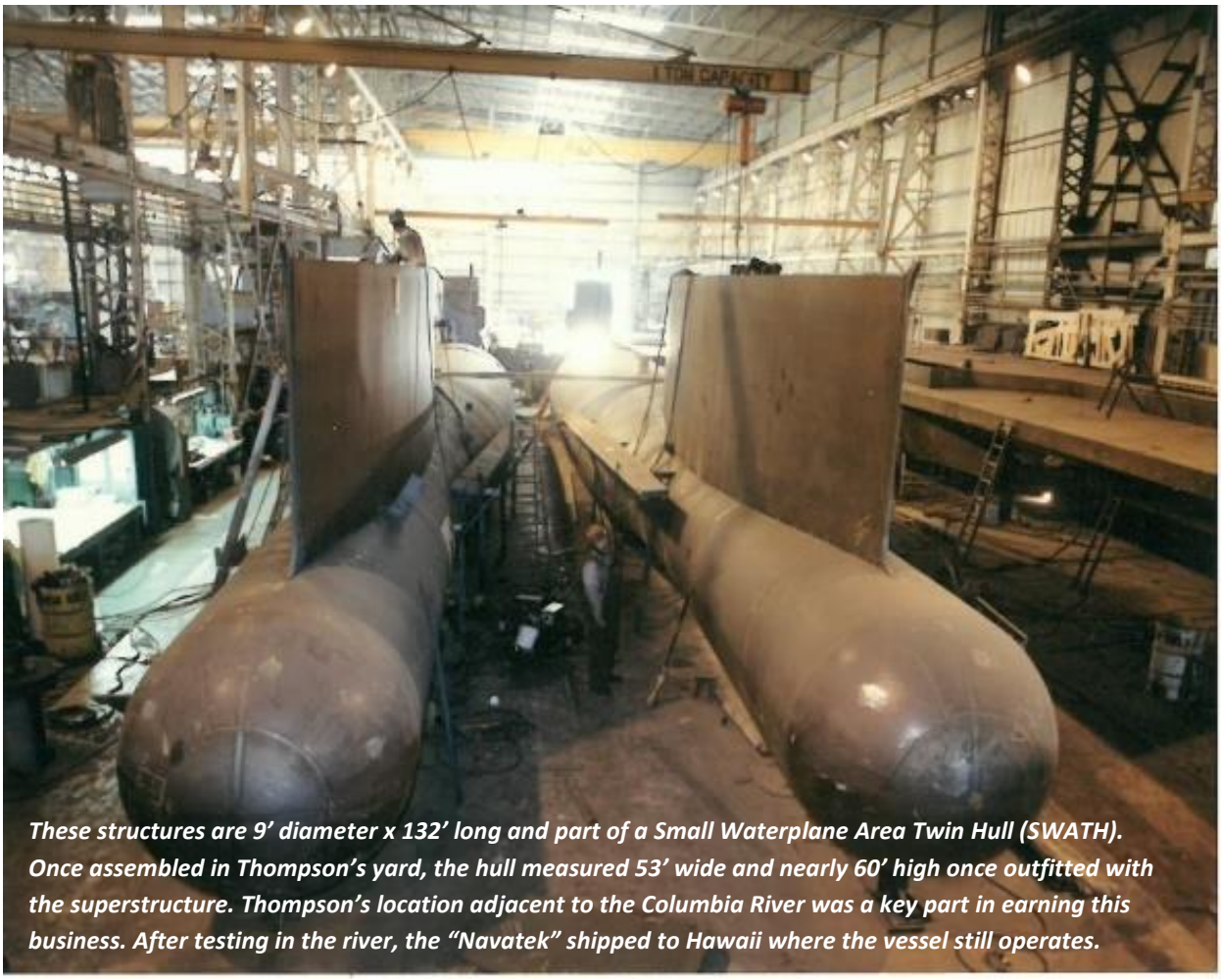
Trunnions for the Interstate Bridge shown above in Thompson's shop. Their proximity to the bridge made TMF an ideal location when repairs were needed. Shown below are two Seattle area bridge projects that were completed at the Columbia Business Center, painted by TMF, and delivered to the jobsite by barge.





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These structures are 9' diameter x 132' long and part of a Small Waterplane Area Twin Hull (SWATH). Once assembled in Thompson's yard, the hull measured 53' wide and nearly 60' high once outfitted with the superstructure. Thompson's location adjacent to the Columbia River was a key part in earning this business. After testing in the river, the "Navatek" shipped to Hawaii where the vessel still operates.





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Barge load approaching the Interstate Bridge after leaving Thompson Metal Fab. TMF's massive facility is seen in the background.



Shown above and below is a modular segment of the Power Barge fabricated by TMF. Segments were pre-fabricated in the shop before being assembled in Thompson's yard. The final assembly was 105' W x 30' H x 284' L



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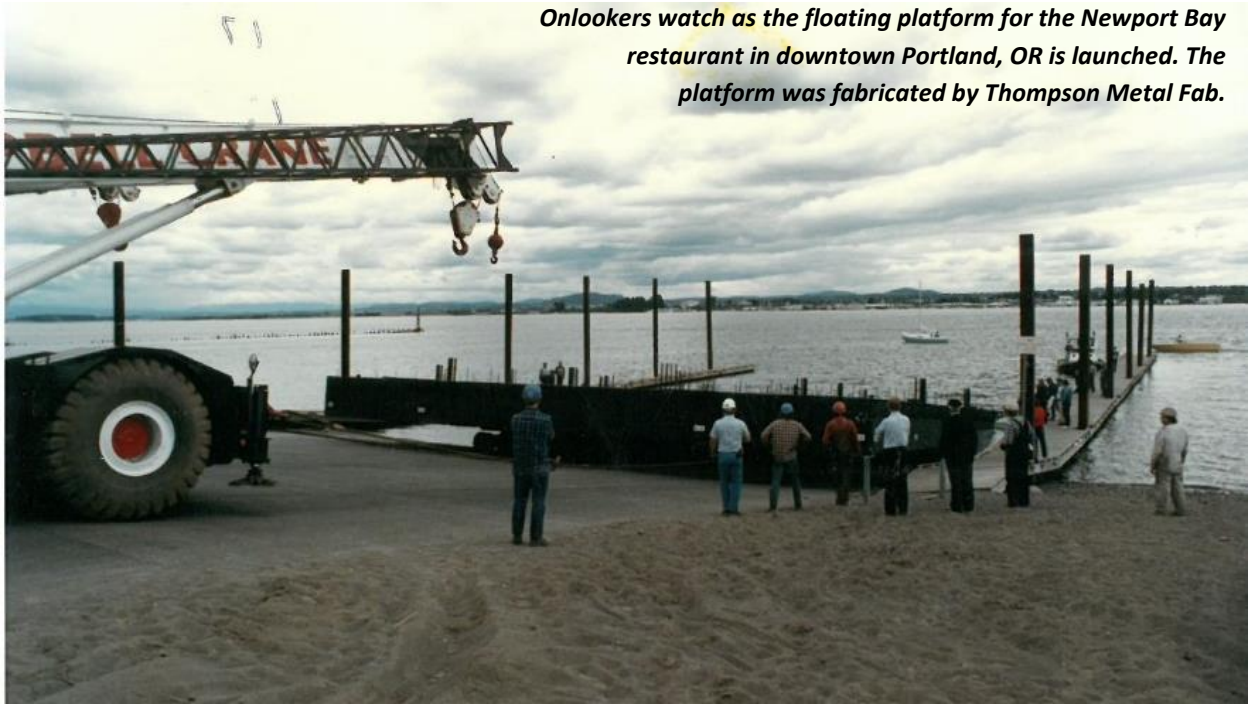
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At left, large platform is being flipped inside Thompson Metal Fab's shop.



Thompson Metal Fab has a legacy of fabricating unique, complex, and often massive structures which require delivery by water.



Onlookers watch as the floating platform for the Newport Bay restaurant in downtown Portland, OR is launched. The platform was fabricated by Thompson Metal Fab.

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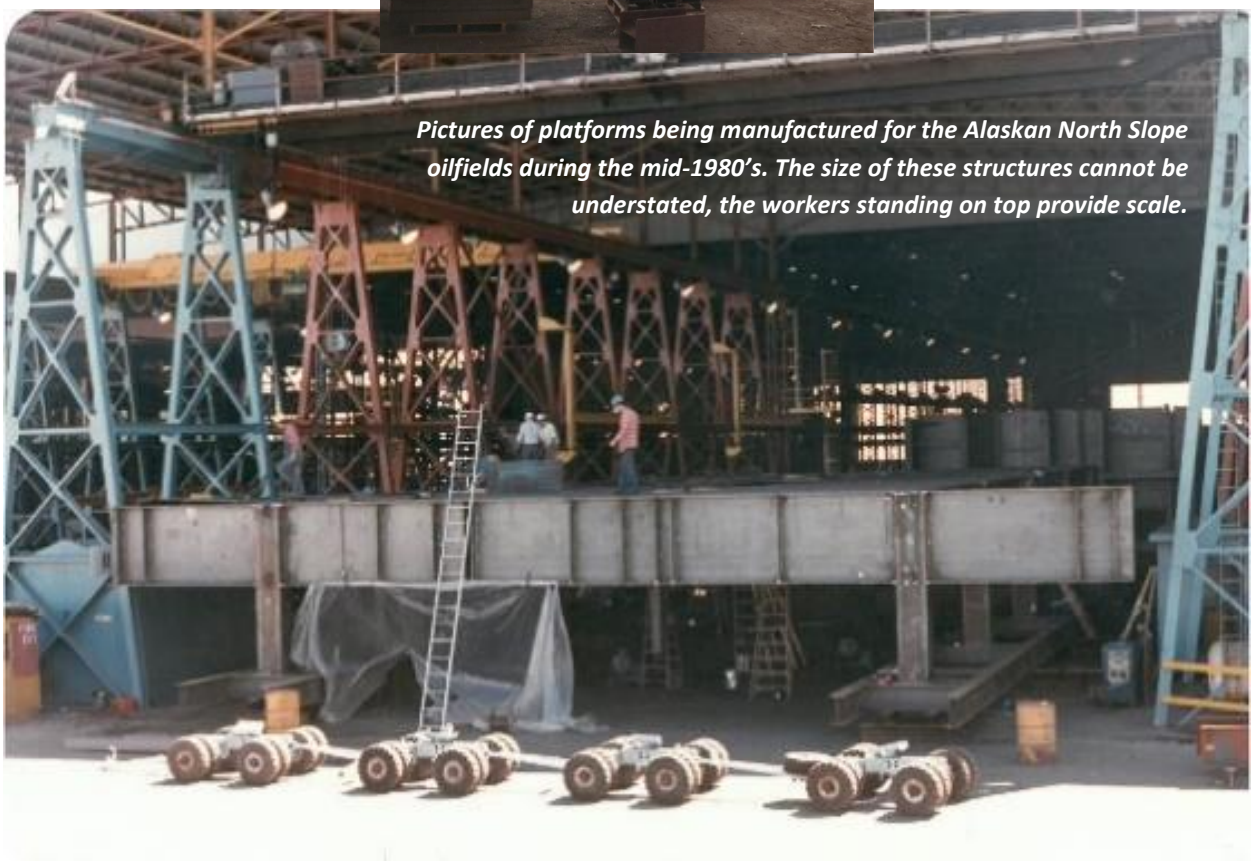
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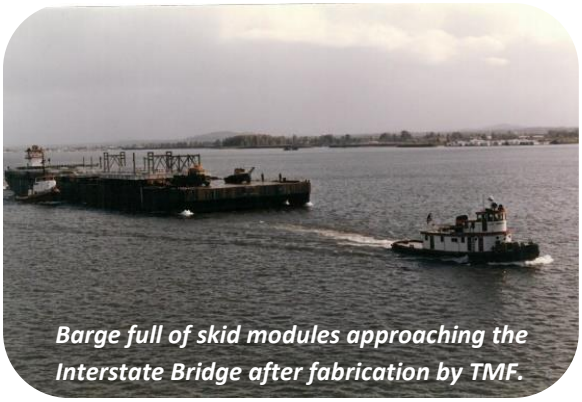
Pictures of platforms being manufactured for the Alaskan North Slope oilfields during the mid-1980's. The size of these structures cannot be understated, the workers standing on top provide scale.

Shown below, load out of the cradle base that would carry PGE's Trojan nuclear reactor. TMF fabricated the base and the shielding enclosures.

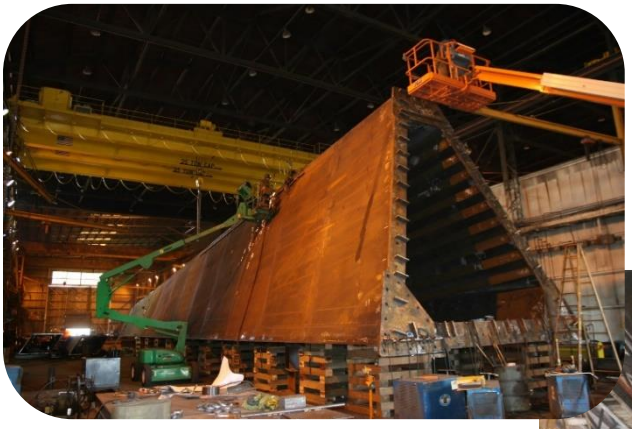




Support towers nearing the Interstate Bridge. This load is headed for the Port of Sacramento upon completion at Thompson Metal Fab



Barge full of skid modules approaching the Interstate Bridge after fabrication by TMF.

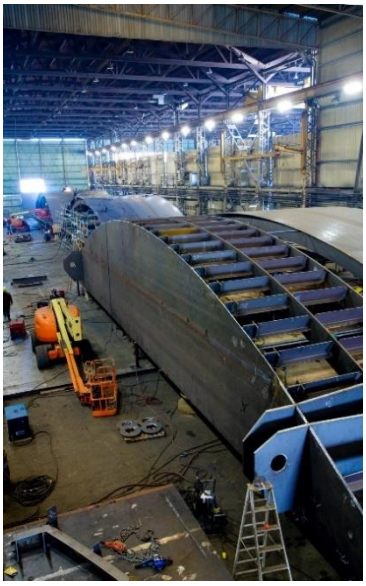


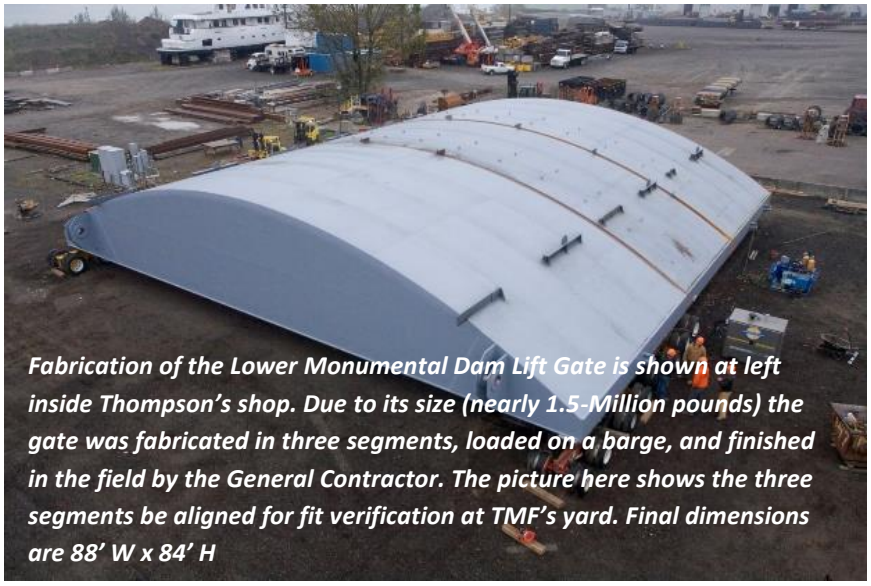


The lower segment of the iconic Portland Aerial Tram's tower is shown inside Thompson Metal Fab's shop. Including the bunking underneath, the tower is nearly 40' high and 30' wide. The completed tower can be seen at OHSU, spanning over I-405.

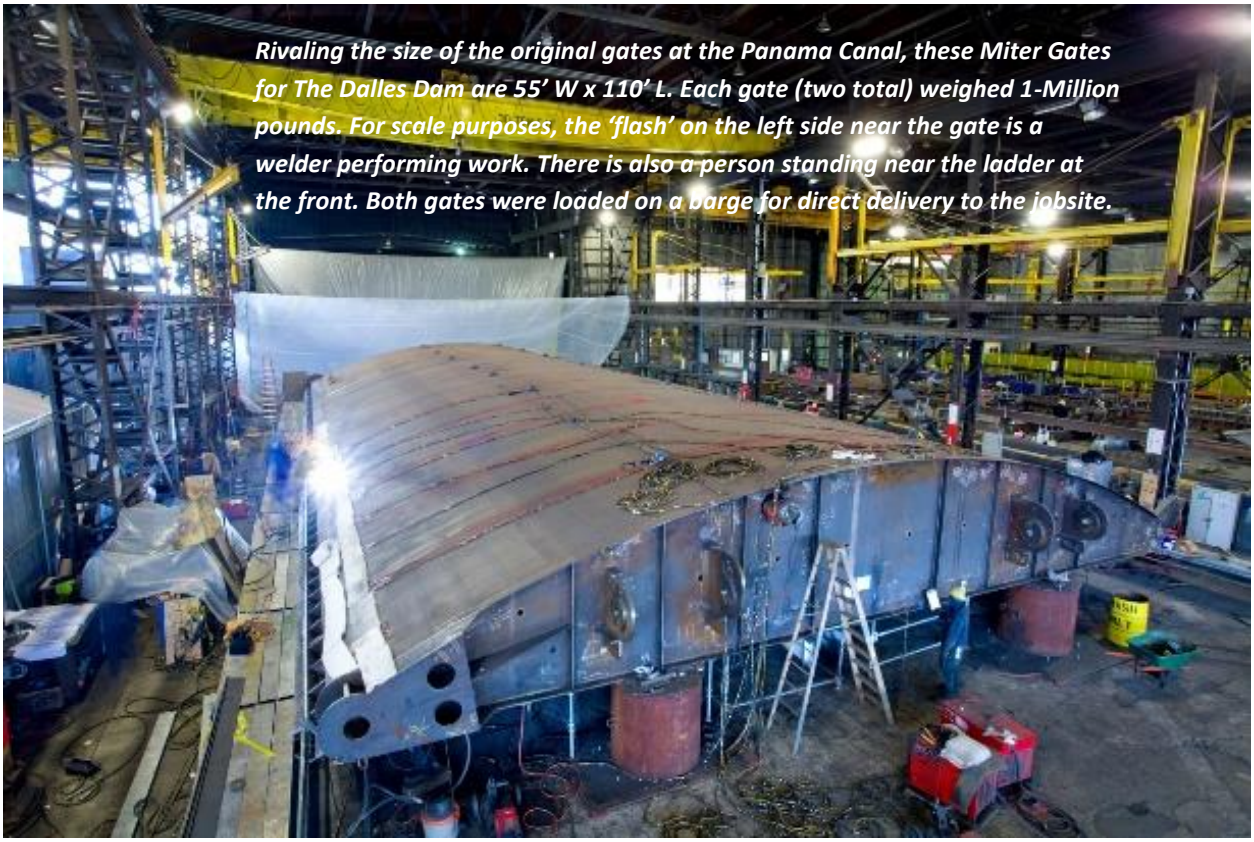
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Fabrication of the Lower Monumental Dam Lift Gate is shown at left inside Thompson's shop. Due to its size (nearly 1.5-Million pounds) the gate was fabricated in three segments, loaded on a barge, and finished in the field by the General Contractor. The picture here shows the three segments be aligned for fit verification at TMF's yard. Final dimensions are 88' W x 84' H



Rivaling the size of the original gates at the Panama Canal, these Miter Gates for The Dalles Dam are 55' W x 110' L. Each gate (two total) weighed 1-Million pounds. For scale purposes, the 'flash' on the left side near the gate is a welder performing work. There is also a person standing near the ladder at the front. Both gates were loaded on a barge for direct delivery to the jobsite.

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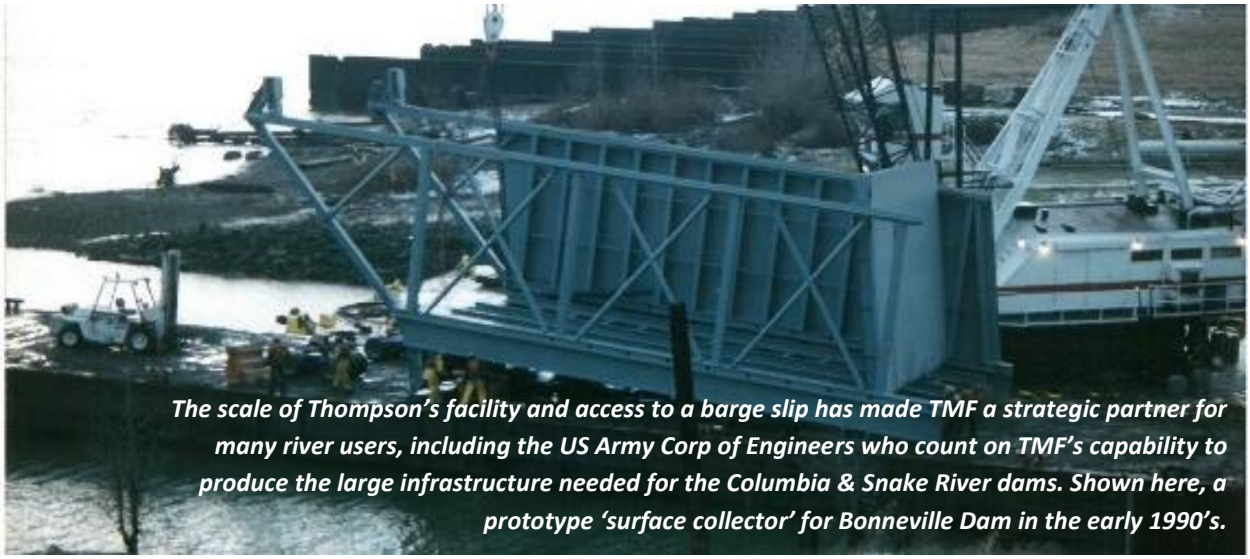
Many of the structures fabricated by TMF require the use of specialty moving systems for handling around the shop and for loading barges. Shown here, an SPMT (Self Propelled Modular Transporter) is used to move one of the Ward Cove Rection Dolphins from TMF's Bay 8 and out to the barge slip for loading. Each reaction dolphin is 30' x 30' x 12' H



Barge load out for the Ward Cove Ferry Terminal Expansion project. All structures were fabricated at the Columbia Business Center, including the Transfer Span and Reaction Dolphins which were completed by Thompson. The Transfer Span, shown near the back of the barge is 14' H x 140' L. These structures were delivered direct to the jobsite in Ketchikan, AK.

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The scale of Thompson's facility and access to a barge slip has made TMF a strategic partner for many river users, including the US Army Corp of Engineers who count on TMF's capability to produce the large infrastructure needed for the Columbia & Snake River dams. Shown here, a prototype 'surface collector' for Bonneville Dam in the early 1990's.





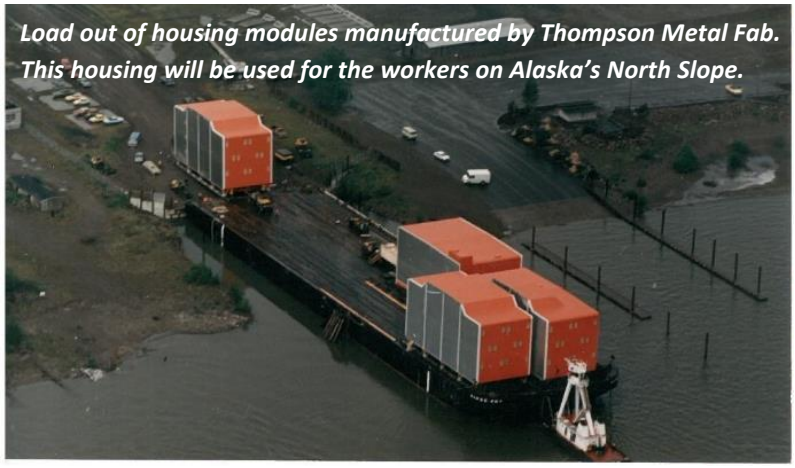
Shown above and below are multiple barge loadings for a massive project at Lower Granite Dam in the mid-1990's. All structures were fabricated by Thompson Metal Fab and loaded out at the Columbia Business Center.





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Load out of housing modules manufactured by Thompson Metal Fab. This housing will be used for the workers on Alaska's North Slope.





Enclosed modules to be used for a drilling rig, shown inside TMF's shop

Modular fabrication has long been a part of Thompson's history and success. The size of their facility at the Columbia Business Center allows TMF to offer large, turn-key, fully-operational modular systems which get used for housing, data centers, oil production/drilling, crude oil processing, technology, electrification, water treatment, chemical processing, fuel storage, pipe handling, and conveyor systems – among other uses. Remote jobsite locations and size of many of these structure require use of the barge slip, adjacent to Thompson's facility.



Example of processing modules being manufactured inside Thompson Metal Fab

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Walls, roof, and equipment being installed on 44' x 97' skid shown below

Thompson's extensive experience with turn-key modular systems made it a valuable partner as a new market emerged for these products. Increase demand for technology pushed groups, like Intel, to expand their facilities. 'Cloud based' data storage requires facilities on the ground that can house servers. Increased online shopping (i.e. Amazon) requires warehouses and data centers. As the world becomes dependent on technology the demand for these custom, modular buildings has significantly increased.



Shown below in late 2019, this skid represents the largest non-oil related module manufactured by TMF. At 44' W x 97' L, this module is too large to ship over the road, and too big to be handled in the field.

To accommodate field conditions, a shipping 'split' was engineered in the middle of the floor (shown) and in the roof trusses. The 44-ft mega module would ship via barge, and completely outfitted in two segments.



Two 44' x 97' modules were manufactured by TMF, each with a shipping split described above. Shown in the middle of this picture are two of the four total segments prior to barge loading.

Also shown is the BNSF Wind River Bridge. This was manufactured at the Columbia Business Center and would ship via barge completely assembled and installed in one-piece.

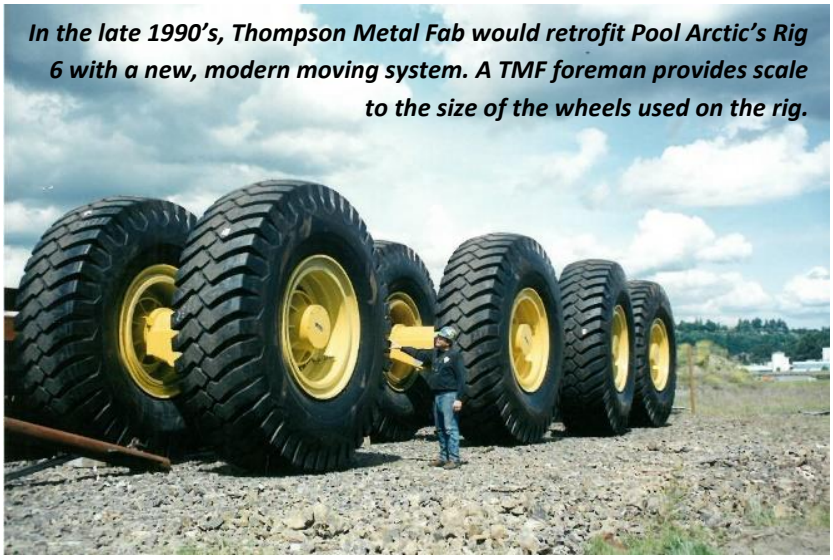
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Pool Arctic Rig 3 Retrofit, performed by TMF



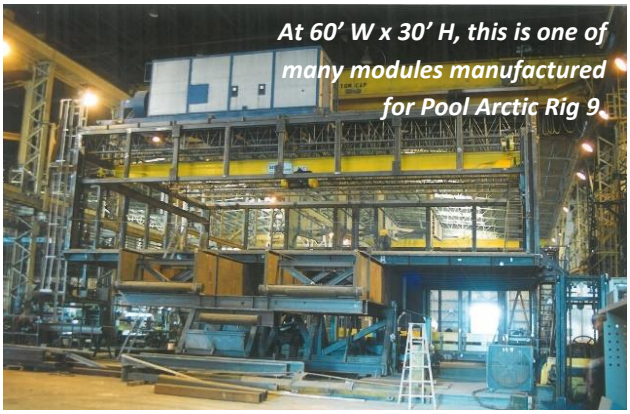
In the late 1990's, Thompson Metal Fab would retrofit Pool Arctic's Rig 6 with a new, modern moving system. A TMF foreman provides scale to the size of the wheels used on the rig.



Manufacturing Pool Arctic's Rig 9 inside TMF.



At 60' W x 30' H, this is one of many modules manufactured for Pool Arctic Rig 9.





Following some of its recent predecessors (i.e. Rig 245), Rig 9 would use the 'mega module' concept to reduce downtime on the North Slope

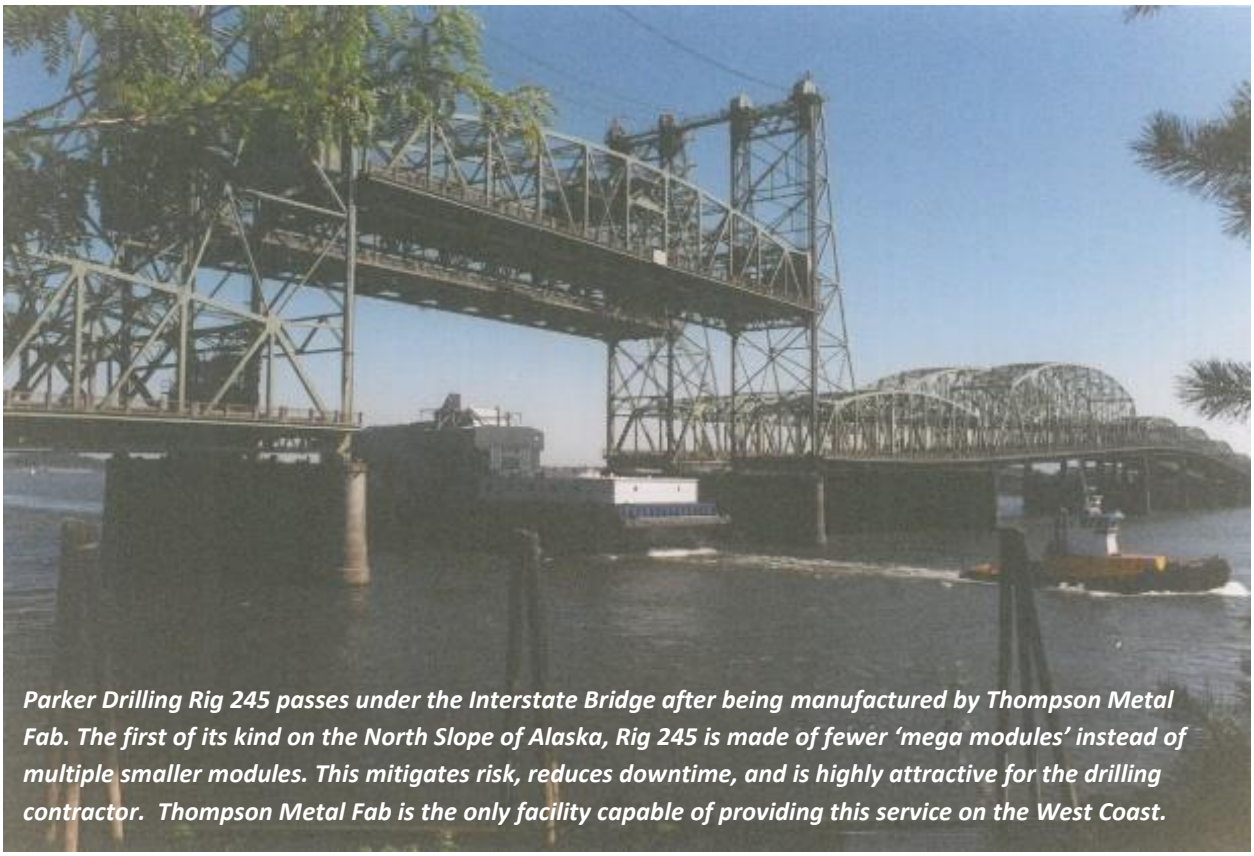
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Over the last 30-years, 15 rig projects have been awarded to Thompson Metal Fab. Nearly 1/3rd of the rigs in Alaska have some connection to TMF.

Shown at right, Nordic-Calista's Rig 3 being 'rigged up' in Thompson's yard in 1997. This workover rig is used to restore production on exiting wells.





Parker Drilling Rig 245 passes under the Interstate Bridge after being manufactured by Thompson Metal Fab. The first of its kind on the North Slope of Alaska, Rig 245 is made of fewer 'mega modules' instead of multiple smaller modules. This mitigates risk, reduces downtime, and is highly attractive for the drilling contractor. Thompson Metal Fab is the only facility capable of providing this service on the West Coast.

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No, the picture to the right is not the inside of a 'big box' store, but it is the size of one! This is the inside of the Liberty Rig's Pipe Module (see above) and is where all production drill pipe is stored.





At the time it was manufactured, the Liberty Rig was the world's largest land-based drilling rig. Everything about this rig was supersized, including the mast shown here inside Thompson Metal Fab. Drill structures, like the one shown here, require special certification for manufacturing, and TMF is the only facility on the West Coast who holds that certification while also boasting a facility/yard of its size, in addition to roll-on/roll-off barge capabilities.

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For new rig builds, drilling contractors traditionally manage the design and hire their own sub-contractors (structural, electrical, mechanical, etc.) For Doyon Drilling's Rig 25, TMF was hired as the General Contractor and managed all rig-build efforts on behalf of Doyon. As a result, Rig 25 becomes the rig built by Thompson as General Contractor.

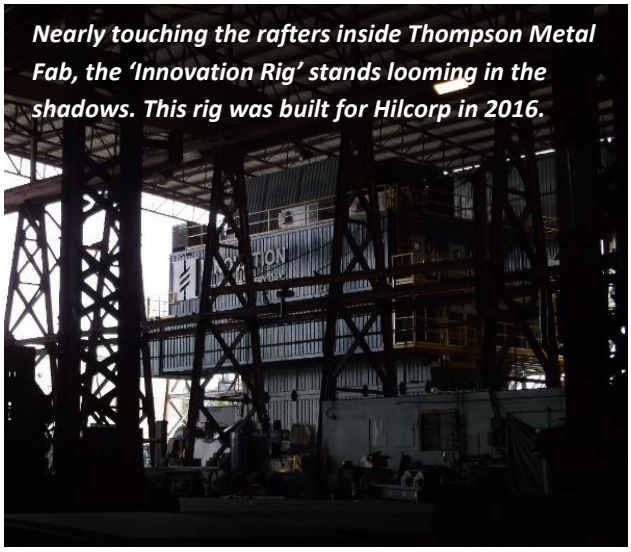
Rig 25 is a sought after work-horse on Alaska's North Slope and is a dependable rig in Doyon's fleet. This picture shows a very proud Thompson team at the end of the project.

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Shown above is the part of the substructure base for Rig 272. Its twin (Rig 273) was manufactured at the same time at TMF. Picture below shows the yard assembly of Rig 272, Rig 273, and Rig 25.



Nearly touching the rafters inside Thompson Metal Fab, the 'Innovation Rig' stands looming in the shadows. This rig was built for Hilcorp in 2016.

The Interstate Bridge looks on in the distance as Thompson Metal Fab manufactures three rig projects from their Columbia Business Center facility. Shipping clearance on Rig 272 & 273 (blue) would be nearly 160'.



Marine Industries and Fabricators

Company: Vigor

Company provided the following information to the IBR Program.

Vigor Works, LLC. is a Heavy Industrial Fabrication Company that serves the Marine, Hydro-Electric, Nuclear, Oil & Gas and Steel Bridge Industries. The wide variety of products produced by Vigor Works support private industry as well as Government Agencies (local, state, federal). Past and present projects completed from the Columbia Industrial Park include fully assembled final products: Bridges, Oil Field Modules/Platforms, Marine Vessels and other extremely large infrastructure type goods which have limited areas for fabrication due to water loadout/shipping and air draft restrictions.

Vigor Works (in and adjacent to the Columbia Industrial Park) are uniquely qualified and situated to support strategic and industrial needs, particularly our national infrastructure of dams, locks and bridges and marine vessels. The living wage trade jobs created by this work are critical to the health of the Vancouver/Portland area. Vigor currently supports ~1500 trade related jobs in the Portland Metro area which includes three separate locations in and around the Columbia Industrial Park.

Heavy investment in capital and people has occurred in all three Vancouver locations upriver of the I-5 bridge. By maintaining flexibility to pursue and provide ultra large product for customers, we can continue to pursue this type of work to support the jobs and economy of Vancouver. Our sites are unique due to their access to a large metro area with truck, rail and marine access.

The current bridge height has been important for commerce and shipments along the Columbia River for nearly a century and even more critically important since the war effort in the 1940s. In the late sixties and early seventies, offshore drilling rigs were constructed at this location and had to transit under the bridge. These offshore platforms required the bridge to be raised to its full height of 174 feet to allow them to pass under the raised span. More recently we have watched drilling equipment destined for Alaska being assembled in the Columbia Industrial Park that required 150 feet of clearance to be shipped down the river. Vigor consistently evaluates opportunities for product up to 110 feet in height. The additional height of blocking, transport barge freeboard and clearance margin, easily results in an air draft requirement of 130’ for these projects. Ideally, we recommend a height of 150 feet air draft.

Our other Portland facility located on Swan Island (Portland Shipyard) also engages in large fabrications and we have in the past, barged components to/from the Vancouver facilities. Our Marine Fabrication work has also resulted in portions of vessels being shipped via barge to Ketchikan and we are currently evaluating shipping product components to our Seattle Shipyard- the exact size of those products have not yet been determined. In the future, we would expect to ship product both upriver and down river.

The lower height of the bridge will limit Vigor Works’ ability to compete on some projects. The ability and direct access to shipping on the Pacific Ocean and subsequent trade routes to Alaska or the gulf coast and Mississippi River system (via the Panama Canal) is critical for our full and sustained operation. One recent project was delivered to New Jersey.

.

In summary:

The Bridge Height is now is 174 feet; this height has been needed as follows:

- 1960 to 1975 Drilling Platforms for the California Offshore Field.
- 1980 to 1995 Various loads from the Industrial Park to locations in Alaska and elsewhere.

- 2000 to 2012 Drilling Equipment for Parker Drilling assembled in the Park and shipped to Alaska.

Current:

- We are evaluating Vancouver for long term production related to partial or all construction for upcoming work. The final bridge height could impact the amount of work completed in Vancouver.
- We anticipate there will be some opportunity for future module or drill platform work associated with Alaska as equipment requires replacement.
- We expect, although do not know what the development of offshore wind will need for industrial shore side support.

Conclusion:

This Marine Highway is used by a multitude of users with traffic going both upstream and down. We ship goods from the industrial park upstream of the bridge to Swan Island Ship Yard and from the Swan Island Ship Yard to the industrial park. The I-205 Bridge upstream of the bridge has a clearance of 144 feet and downstream of the bridge we have clearance limited only at Astoria and that is 196 feet with the Lewis and Clark (Longview) bridge over 200 feet. We believe it is critical to our business and the viability of the river system used for commerce to keep the height of this bridge at least 150 feet.

Marine Industries and Fabricators

Company: Schnitzer Steel

Company provided the following information to the IBR Program.

From: Tony Belot
To: Brian Carrico
Cc: Nicole McDermott
Subject: RE: Interstate Bridge Program - Vessels
Date: Thursday, August 5, 2021 10:59:03 AM
Attachments: image001.png
image002.png
image003.png
image004.png

Brian,

Thank you for your patience, Brian. Here is our updated information you requested:

Schnitzer Steel owns two vessels—MAX 111 (flat deck barge with bin walls) and CHIPPY 002 (flat deck barge with bin walls)—and uses a third—B5 (flat deck barge with bin walls)—which is owned by Bernert Barge Lines. Schnitzer Steel uses Bernert Barge Lines as its tug company. The information provided by Bernert Barge Lines for air draft and air gap would apply to Schnitzer Steel since none of the Schnitzer Steel vessels is taller than the tugs. The vessels average two trips in March and four to six trips per month during all other months of the year.

From: Brian Carrico <[redacted]>
Sent: Wednesday, July 14, 2021 5:02 PM
To: Tony Belot <[redacted]>
Cc: Nicole McDermott <[redacted]>
Subject: [EXTERNAL] Interstate Bridge Program - Vessels

Tony - Thanks for looking into this. Attached is the data previously provided by Schnitzer in 2012. We are looking to confirm or update this information. This is how it was described in our report.

Schnitzer Steel owns two vessels—MAX 111 (flat deck barge with bin walls) and CHIPPY 002 (flat deck barge with bin walls)—and uses a third—Inland Conveyor (flat deck self-unloading barge with bin walls)—which is owned by Cemex and chartered to Bernert Barge Lines. Schnitzer Steel uses Bernert Barge Lines as its tug company. The information provided by Bernert Barge Lines for air draft and air gap would apply to Schnitzer Steel since none of the Schnitzer Steel vessels is taller than the tugs. The vessels average two trips in March and four trips per month during all other months of the year.

Information on the project can be found at the website below.

Regards,

Brian

Brian Carrico

Interstate Bridge Replacement Program
Environmental Program

O: [redacted] | **C:** [redacted]

E: [redacted]

interstatebridge.org



Federal Government

Agency: Port of Portland

Vessel:

- Dredge Oregon

The Port of Portland provided the following information to the IBR Program.

From: Myer, Fred <[redacted]>
Sent: Tuesday, August 31, 2021 9:33 AM
To: Brian Carrico <[redacted]>
Subject: FW: Dredge Oregon and North Portland Harbor

As requested Brian – updated data for Dredge Oregon, and vessel call numbers for T-6, below. For berths 603-605, moving forward: those numbers will increase significantly. We've just added a second weekly container service, and have 2 charter operations that extend for at least a year.

Regs, Fred
Fred Myer
Manager, T6 Ops and Waterways
Marine Ops
T: [redacted]
C: [redacted]
[redacted]

PORT OF PORTLAND
Possibilities in every direction since 1891.

From: Fischer, Randy <[redacted]>
Sent: Friday, August 27, 2021 3:55 PM
To: Myer, Fred <[redacted]>; Tjostolvson, Don <[redacted]>; DeRosier, Neil <[redacted]>
Subject: RE: Dredge Oregon and North Portland Harbor

Fred,
Here's the vessel calls by berth for the last five years. I wouldn't call this entirely accurate, but it's pretty close. Needed to use three different data sets to assemble this, with all three having slightly different numbers due to some duplicate entries, and lay berth vessel calls. Data sources included my own, marine security logs, and the Columbia River Pilots. If Brian needs fully accurate numbers, this will take more time, but the counts below are likely fairly close to accurate. In short, 601 and 605 are the busiest berths, while 603 and 604 are rarely used. Berth 607 is in a state of transition currently with Hondas departure so uncertain what level of vessel call forecast to apply to 607

looking forward.

		Year				
		2016	2017	2018	2019	2020
	601	64	60	57	68	66
	603	0	2	1	3	1
	604	0	1	5	4	0
	605	0	5	23	10	49
Berth	607	71	45	71	39	12

Let me know if you have any questions.
Thanks,
Randy

From: Brian Carrico <[redacted]>
Sent: Tuesday, August 10, 2021 6:29 PM
To: Myer, Fred <[redacted]>
Subject: Dredge Oregon and North Portland Harbor

EXTERNAL EMAIL:

Fred - I don't think I followed up with you after our call a couple weeks ago. As discussed, I am looking to confirm vessel specifics for Dredge Oregon and information on vessel use of Port berths on the Columbia River.

In regard to the dredge, attached is the information provided for the CRC effort. If you could review this information and confirm that it is accurate or provide updates, we can make sure our information is up to date.

For vessel use I am looking for is the number of calls per year for Berths 601, 603, 604, 605 and 607. It would be good to provide data for the last 5 years. You can provide the data in whatever format is easiest.

Thanks, and let me know if you have any questions. I would appreciate information by the end of August.

Brian Carrico
Interstate Bridge Replacement Program
Environmental Program
O: [redacted] | **C:** [redacted]
E: [redacted]
interstatebridge.org

Marine Contractors

Owner: Port of Portland

Vessel: Dredge OREGON



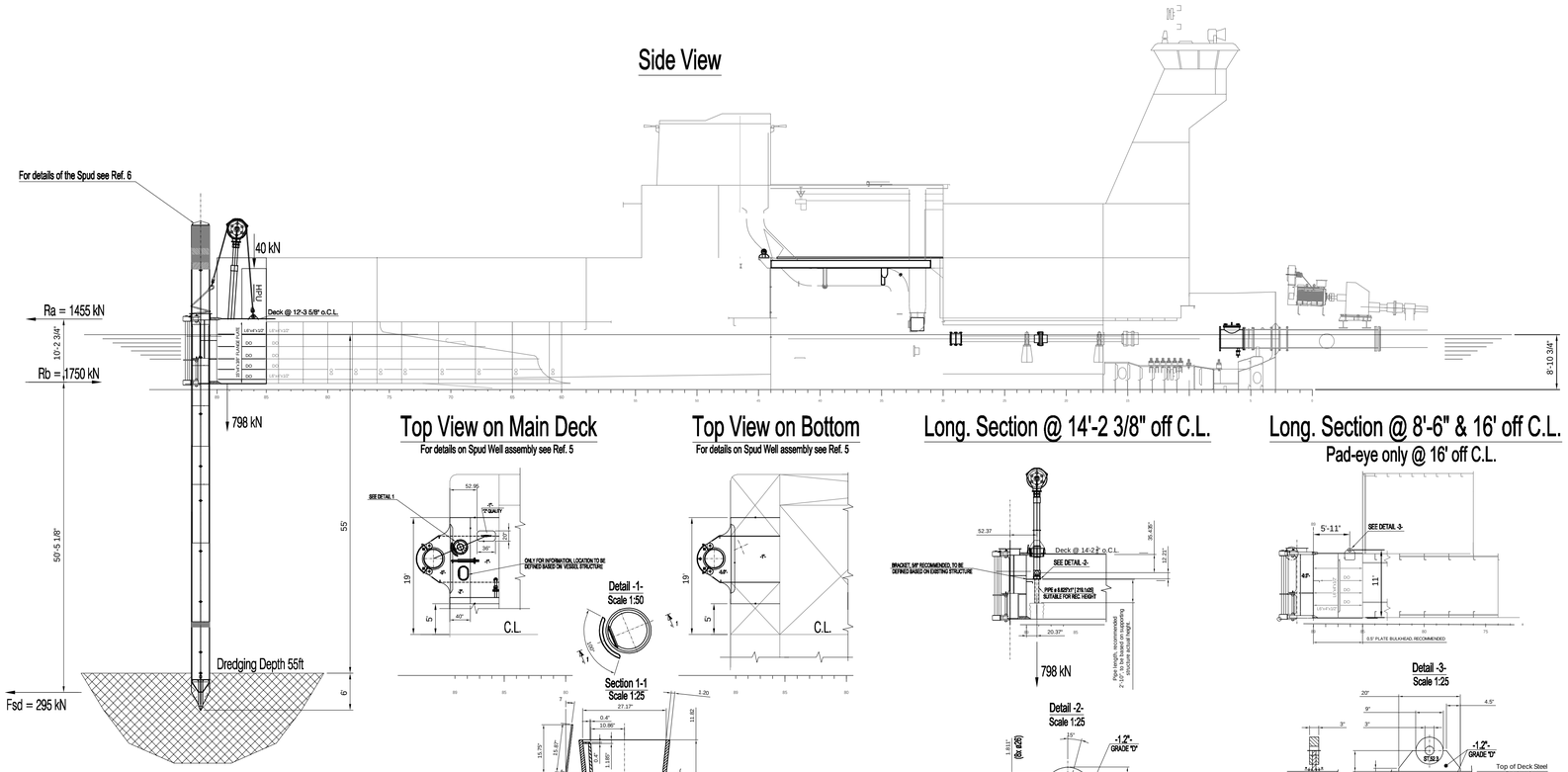
1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of Company: Port of Portland
   b. Name of Contact: Captain Mark Wright
   c. Office Phone Number: [redacted]
   d. Cell Phone Number: [redacted]
   e. E-mail: [redacted]
   f. Address: 6208 N Ensign Street
Portland, OR – 97217
   g. Vessel Name: Dredge OREGON
   h. Vessel Type: Cutter Suction Dredge
   i. USCG Official Number: 244814
   j. Hull Length Overall: 178 ft.
   k. Length Overall (Hull + Ladder): 265 ft.
   l. Draft (depth of hull below WL): 11 ft.
   m. Air Draft (highest point above WL): 63 ft.
   n. Desired Air Gap: 5 ft.
   o. Frequency of Passages Under I-5 Bridge: 0 times per month
   p. Historic Passages Under I-5 Bridge: 6
   q. Frequency of Passages through N PDX Harbor: 0 times per month
   r. Historic Passages through N PDX Harbor: 0
   s. Do you have a Business Plan? No plans currently. Defer to USACE.
   t. Other Miscellaneous:
      i. The Dredge utilizes ‘spuds’ to hold itself on position and navigate within the channel. When in the stowed position for transit, the spuds are the highest point on the dredge at approximately 75’ above the waterline. If the Dredge were required to transit upriver from the I-5 bridge, based on the frequency of historical requirements, it would be reasonable to hire a derrick barge and crane to remove the spuds at the Port’s facility in the Swan Island harbor and place them on a barge, and then re-install the spuds after the Dredge has been towed upriver from the I-5 bridge. The air draft of the spuds stowed for transit should not govern the height of the CRC.



Vessel Name: Dredge OREGON	
Owner: Port of Portland	
Point on Vessel	**Height Above Water:**
Top of A-Frame	45 feet
A-Frame Railing	47 feet
Top of Wheelhouse	47 feet
Highest Antenna	61 feet

Revisions					
Rev.	Description	Constr.	Checked	Mat. check	Date
A	Correction on reaction forces	EG	DV		19-09-2019
B	Gerenal update base on latest information and 900mm IHC Spud	EG			14-03-2020
C	Deck & Bottom Insert plates thickness specified	EG			23-03-2020

Side View



Top View on Main Deck

For details on Spud Well assembly see Ref. 5

Top View on Bottom

For details on Spud Well assembly see Ref. 5

Long. Section @ 14'-2 3/8" off C.L.

Long. Section @ 8'-6" & 16' off C.L.

Pad-eye only @ 16' off C.L.

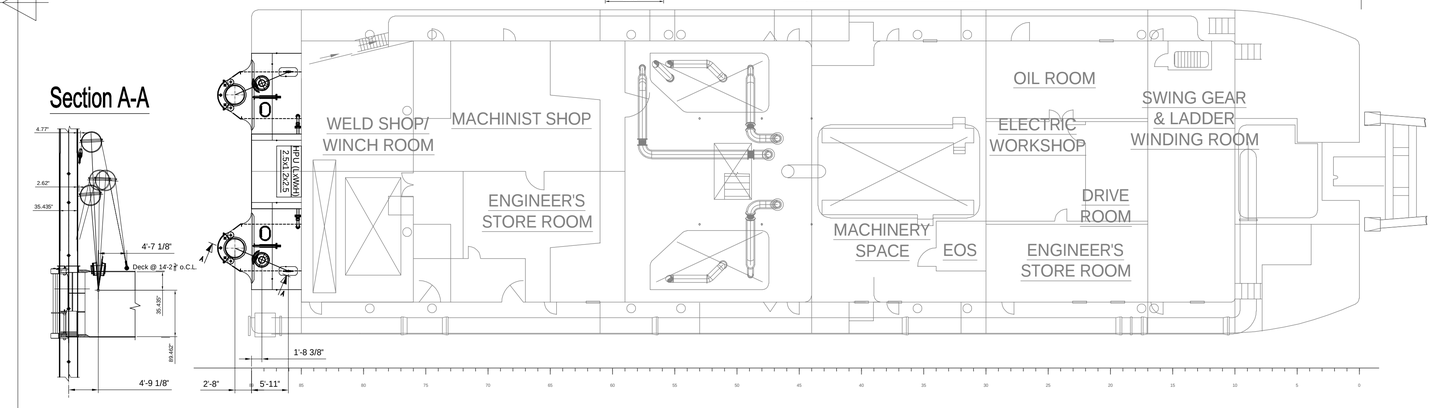
Detail -1-
Scale 1:50

Section 1-1
Scale 1:25

Detail -2-
Scale 1:25

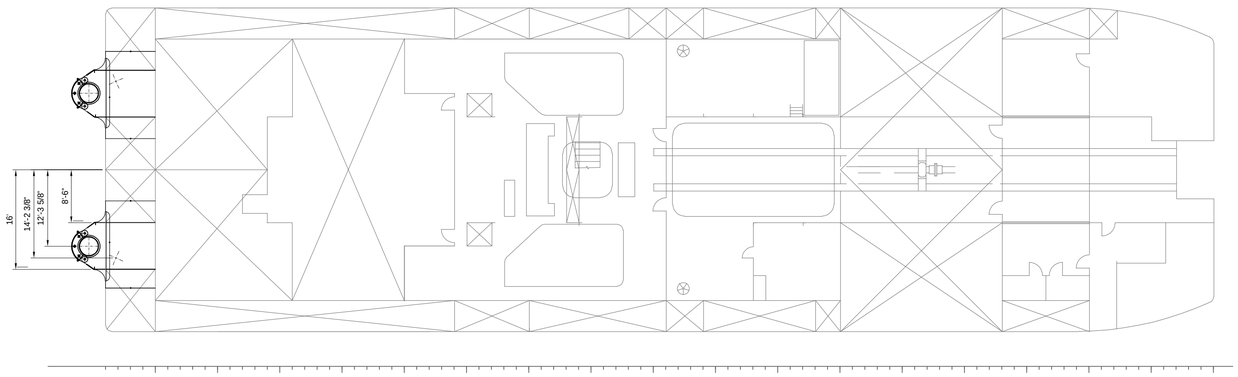
Detail -3-
Scale 1:25

Top View on Main Deck



Section A-A

Top View on Bottom



GENERAL NOTES:

The present drawing constitutes a General Lay-Out drawing. Its purpose is to evidence the location of the main items related to the installation of the IHC Spud Lifting System. Consequently the information contained is generaly not to be used for fabrication purposes. However, Details 1, 2 & 3 as described in this drawing may be considered valid for fabrication subject to the following note:
All structural elements shown, and relevant information, are based on IHC standards and should be verified as required, against:
- U.S. standards;
- ABS rules (steel grade selection, strength calculations etc);

NOTES ON STRUCTURAL INDICATIONS:

- All dimensions are based on metric units converted to imperial units (inches, unless otherwise indicated). These should be checked and confirmed with imperial units during engineering;
- Mild Steel unless otherwise specified;
- Cylinder and cylinder tub support details to be further developed based on adjacent structures;
- Materials (e.g. steel grade vs. plate thickness) to be in accordance with ABS rules and U.S. standards;
- Tapering of plates to be in accordance with ABS rules.

NOTES ON LOADS ACTING ON THE VESSEL:

- The loads on the Spud base and on the Spud Gates have been determined for a dredging depth of 55', based on the bending capacity of the Original Spuds of the Oregon [Ref.2]. Therefore, it must be ensured that the actual force on the Spud, as resulting from actual operation of the Vessel (thus based on dredging force, swing winch force, current, wind etc.), always remains below 295 kN.
- The load associated to the Cylinder operation (798kN) is calculated based on the standard configuration of the Cylinder for use on the IHC B65.
- The load associated to the HPU (40kn) corresponds to the supply as descibed in [Ref.4] and is to be considered as approximate.

NOTES ON IHC SPUD LIFTING SYSTEM COMPONENTS:

- The Spud Gates and Spud keeps shown in the present drawing, deviate from the standard IHC design for B65 [Ref.3], as follows:
  - Both have been modified in height in order to fit the Oregon deck height;
  - A radious has been introduced on top and bottom gates for a smoother load introduction;
  - Longitudinal plating of Spud gates have been slightly adjusted in order to fit Oregon's transversal spacing;
  - For a detailed description of the Spud Well Gate see Ref. 5
- The HPU as per [Ref.4] has an estimated envelope size of 2500x1200x2500mm (LxWxH) and will be mounted on a painted carbon steel skid frame, they lay-out of which is unknown at the moment. The HPU will need to be hosted in a Technical Space. The latter has been drawn, for reference, on main deck but should be treated as preliminary since pending exact arrangement.

REFERENCES:

1. General Arrangement drawing of the modified Vessel - Received by IHC America, via email, on 03/09/2019.
2. Drw. CD DO 2002-01 Rev.C "SPUD PILE REPLACEMENT"
3. IHC B65 Spud Lifting System installation
4. IHC SAS-Hytop B.V. quotation Q44371-R0 for HPU & Manifolds for Spud stystem
5. 62408-0323-001 IHC Spud Gate Structural Drawing
6. 62408-2860-100 Spud Ø 900mm - 18m
7. NAVD 2019-502_As Negotiated_ET_20191119 by GLOSTEN N.A.

Number	Pos Nr.	Number for 1 x assoc.	Description	Material	Code Nr.	BBW Ink. / Action	Pattern Nr.	Net mass per ship Kg	Remarks
	3								
	2								
	1								

Project- and Activity Nr.	Name		Date
	Constr.	EG	17-09-2019
	Checked	DV	17-09-2019
	Mat.check		

Destination	Approved	Date
	Class	
	Owner	
Date	Auth.	
	Other	

IHC SERVICES B.V.
P. O. BOX 50
2960 AB KINDERDIJK, THE NETHERLANDS
www.royalihc.com

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Customer Dwg. Nr.

Belongs to: Section Nr.: Compartm. Nr.:

B65 IHC SPUD LIFTING SYSTEM LAY-OUT

900mm SPUD - CONVERTED DREDGE OREGON

Projection:

Drawing Nr.: 62408 – 0338 – 022

Sheet 1 of 1 sheets

Scale: 1:150

Revision: C

A1

TIE TO DECK AT FRAME 25

HALF PLAN - BACKSTAY FRAMING
SCALE: 1/4"=1'-0"
STBD. SIDE SIMILAR

SECTION "A-A"

HALF PLAN - UPPER A-FRAME

HALF PLAN - LOWER A-FRAME

NOTE: HOLD THESE DIMENSIONS

PLAN

LOCK PL DETAIL
SCALE: 1"=1'-0"

A-FRAME HEAD DETAIL
SCALE: 1"=1'-0"

ELEV.

PIN DETAIL
SCALE: 1"=1'-0"

ANCHOR BOOM STAY PAD
SCALE: 1"=1'-0"

SWIVEL PIN DETAIL

ANCHOR BOOM SWIVEL DETAIL
SCALE: 1 1/2"=1'-0"

ELEVATION - LONG'L
SCALE: 1/4"=1'-0"

SECTION "C-C"
SCALE: 1/4"=1'-0"

DETAIL "A"
SCALE: 1"=1'-0"

ELEVATION - SQUARE FRAME L'K'G. AFT
SCALE: 1/4"=1'-0"

ALTERATIONS

NO.	REMARKS	DATE	BY	APP'V'D.

BILL OF MATERIAL

MARK	QTY.	DESCRIPTION	WEIGHT

GENERAL NOTES

FOR BILL OF MATERIAL SEE DWG. 0-B-116

DISTRIBUTION

YARD SUPT.
MACH. SHOP
PURCHASING
ENGINEERING
ALTERATION
DATE PRINTED
NO. PRINTED

PRINT RECORD

"A"-FRAME DETAILS — FOR DREDGE OREGON

BAUER DREDGING CO. INC.
PORT LAVACA, TEXAS

REVISION	DATE: 3-4-65	DRAWING No.
	SCALE: SHOWN	0-C-123
	DRAWN BY: T.T.B.L.	
	CHECKED BY:	

CD DP 1965 0532 00 0001 0

FUME TIGHT — WTR. TIGHT (WEATHER)

5.1# FL BHD OFFSET

4x3x1/4 L (NEAR)

7.65# FL

26x72 WTH D

3'-0"

25

D 25-35 PORT

PORT

02 LEVEL

7.65# FL

26x80 FTD

CONTROL TRUNK OFFSET BHD

9'-0"

4x3x1/4 L (NEAR)

4x3x1/4 L (FAR)

7.65# FL

1/8 1/8 1 1/2-12 CONT.

3/16 CONT

1/8 1/8 CONT 1 1/2-12

01 LEVEL

℄ SHIP

BHD 17 P/S

F.T. TRANSV. BHD 17

LOOKING AFT

F.T. TRANSV. BHD 16

LOOKING AFT

02 LEVEL

10"x4"x5/16" FL. FR.

3/16 2 1/2-10

9'-0"

LUNCH ROOM

SLIDE 22x24

1/4x4 F.B.

4x3x1/4 L TYP.

5'-0" TYPICAL

7.65# FL

1/8

3/8 2 1/2-10

01 LEVEL

12"x5"x5/16" FL. FR.

12x5x5/16" FLS. FR.

12x12 x 10.2# FR. BKT

10.2# FR BKT 12x12 (TYPICAL)

3/16 CONT

W.T. TRANSVERSE BHD 25

LOOKING AFT

F.T. WT

F.T. BHD (NEAR)

26x80 FTD

5.1# FR. BHD OFFSET

4x3x1/4 L (FAR)

7.65# FL

26x72 WTH D

1/8 1/8 1 1/2-12 CONT

30

25

25-41 STBD.

PORT

05 LEVEL

12 12 12 12 12

2" 13" 2" 18" 2"

5.1# FL

FIXED FIXED FIXED FIXED

4" 4" 4"

33" 33"

3/16 x 2 FB

38° CUT.

6 15/16 6 15/16

FR 12

1/4x4 F.B.

5.1# FL

10'-0"

04 LEVEL

W.T. DK

6" 30"

UNDER SIDE 7.65# FL

1 1/2"

1/4x4 F.B.

BOOBY HATCH BHD

5.1# FL (HALF)

7.65# FL

6'-6"

08 LEVEL

WT DK

1/4x4 F.B. TYPICAL

SLIDE 22x24

STBD ONLY

7.65# FL

TOWER BHD

12x12x5/16 BKT 7-LOC

02 DECK

12"

3'-0"

BHD 10

INBD DET — 7" CAMBER IN 52'-0"

HAND RAIL: 1 1/2" IPS. TOP CHORD & STANCHIONS W/ 1 1/4" IPS MIDDLE CHORD. FR. 10-54 @ 02 LEVEL, FR 10-30 @ 01 LEVEL.

02 LEVEL

INCLINED LADDER P/S

26x72 WTH D. W/ 6" COAMM P/S

4x3x1/4 L TYPICAL

1/4x4 F.B.

7.65# FL

SLIDE 22x24 PORT ONLY

SLIDE 22x24 STBD ONLY

F.T. BHD 4x3x1/4 L STBD

4x3x1/4 L STBD

F.T. BHD PORT

P/S SLIDE 22x24

26x72 WEATHER TITE DR. W/6" COAMM P/S

FIXED LITE 22x24 PORT ONLY

26x60 WTD W/18" COAMM STBD ONLY

FIXED 22x24 STBD ONLY

FIXED 22x24 PORT ONLY

FIXED 22x24 STBD ONLY

38x60 WTD W/18" COAMING - PORT ONLY

WT BHD 17

26x60 WTD W/18" COAMM P/S

WT BOOBY HATCH - PORT

5/16x4 F.B. STBD

4x3x5/16 L STBD

FIXED 22x24 P/S

4x3x5/16 L P/S

7.65# FL

3/16 CONT.

15 20 15 10

STRUCTURAL PROFILE FR 10 -55

STBD SIDE SHOWN LKG TO PORT - PORT SIDE SIMILAR TO OPP HAND

01 LEVEL

10.2# FR BKT 24x12 W/3" FLG

3/16

W.T. BHD 17

MAIN DECK 17

STBD.

05 LEVEL (NO CAMBER)

FIXED FIXED FIXED

12 12

6 15/16 6 15/16

8'-0"

4'-0"

5.1# FL

04 LEVEL (NO CAMBER)

8'-0"

1/4x4 F.B.

7.65# FL

03 LEVEL (NO CAMBER)

CONTROL TRUNK

1/4x4 F.B. TYP.

4x3x1/4 L (TOE INBD)

1/4x4 F.B.

4x3x1/4 L (TOE INBD)

02 LEVEL

1/4x12 F.B. COAMM

1/4x4 F.B.

3/8x4 F.B. TYP.

DROP 20x24 FIX 20x24 FIX 20x24 FIX 20x24 FIX 20x24 DROP 20x24

7.65# FL

9'-6" ℄

BHD 25 BEYOND

01 LEVEL

1/4x12 F.B. COAMING NEW SIDE FR EXISTING RAISED FWD DK

10'-0"

5/16x4 F.B. TYP

4x3x5/16 L TYP

EXISTING FR NEW STIFF'S.

12.2 FR EXISTING

SWING

2" HALF ROUND

LADDER

SWING

WINCH WIRE PORTS LOCATE & SIZE TO SUIT EXISTING ARRANGEMENT, 3 LOC. (INSERT EXISTING FR TO SUIT)

EXISTING FR & NEW STIFF'S. AFT

EXISTING MAIN DECK

W.T. TRANSVERSE BHD. 10

LOOKING AFT

04 DECK

OPEN

47'-1" W.L.

39"

BHD 10

01 LEVEL

5/16x4 F.B. P/S

4x3x5/16 L TYPICAL

7.65# FL

WT BHD - FAR P/S

10'-0"

MAIN DK.

W.T. TRANSVERSE BHD 17

LOOKING AFT

GENERAL NOTES

1. ALL STEEL TO BE ASTM A-36 PLATES & SHAPES WITH WHEEL-ABRATED SURFACE & ONE COAT SHOP PRIME BOTH SIDES.
2. ENDS OF ALL ~~BEAMS & STIFF'S~~ TO BE WELDED DOUBLE CONTINUOUS FOR 6".
3. WELDING OF INTERNAL STIFF'S TO BE STAGGERED 1 1/2-12 FILLETS 1/16" LESS THAN THE THINNEST MEMBER OF THE CONNECTION (NOT LESS THAN 1/8").
4. BHDS & DECKS EXPOSED TO WEATHER SHALL BE WELDED DOUBLE CONTINUOUS.
5. FUME TIGHT BHDS TO BE CONT. WELDED ONE SIDE, INTERMITTENT WELDED ON THE OTHER ALL AROUND (1 1/2-12).
6. BEAMS & STIFFENERS TO BE COPED IN WAY OF ATTACHED PLATE SEAMS.
7. PLATE SEAMS & BUTTS TO BE LOCATED TO SUIT WITH NO BUTT OR SEAM DIRECTLY ON A FRAME, BEAM OR BHD.
8. CUT-OUTS SHALL BE ADEQUATELY COMPENSATED WITH COAMINGS, INSERTS OR DOUBLERS.
9. PERIMETER OF WASHROOMS TO BE WELDED DOUBLE CONTINUOUS TO 18" ABOVE DECK.
10. LONG'LS ARE TO HAVE MATCHED PAIR OF WELDS ON BOTH SIDES OF PENETRATIONS THROUGH GIRDERS.
11. LONG'L BHDS SIMILAR IN CONSTRUCTION TO THAT SHOWN FOR INTERIOR LONG'L BHD 25-41 (01-02 LEVEL) ARE TO BE INSTALLED AT FR. 58-76 @ ℄ AND FR. 67-76 @ 15' TO STBD OF ℄, BETWEEN THE MAIN DECK AND 01 LEVEL (10').

TRANSVERSE BHDS SIMILAR IN CONSTRUCTION TO THAT SHOWN FOR INTERIOR TRANSVERSE BHD. 40 (01-02 LEVEL) ARE TO BE INSTALLED AT FR. 67 FROM 15' TO 21' STBD OF ℄ AND AT FR. 72 FROM 21' PORT OF ℄ TO 15' STBD OF ℄.

SYMBOL	REVISION	DATE
F	REVISED 03 LEVEL BHDS TO SHOW AS BUILT CONDITION	6-5-79
E	ADD HANDRAIL NOTE, ALT'D BHD 35 VIEW, CONTR. TK @ 1C, LEV. RM. WINDOW CUT	1/8/79
D	LEV. RM. WINDOW HEIGHT.	11-9-78
C	MOD. TO BHD 10 - KEEP EXIST'G FR, DEL. BHD 25(3) MM, LEV. RM. WINDOW HEIGHT.	10-3-78
B	ADDED BOOBY HATCH BHDS @ MN. DK.	
A	ALT'D HAND RAILS & WELD DET. ADDED	9-22-78

FREDDRYCK M. BARFUET
NAVAL ARCHITECT & MARINE ENGINEER
6211 NORTH ENSIGN PORTLAND, OREGON 97217

PORT OF PORTLAND
DREDGE OREGON DECK HOUSE

TITLE

STRUCTURAL PROFILE & BULKHEADS

DESIGNED FMB.	APPROVED ABS LTR. OF 11-21-78	DATE
DRAWN		
CHECKED	SCALE 1/4"=1'-0"	
DRAWING NO. 1111-2		REVISION F

CD DP 1978 0500 00 0002 C (2 of 2)

Federal Government

Agency: Puget Sound Naval Shipyard

Vessels:

- Barge 40
- Barge 60
- Beluga
- Edgecumbe
- Future Barge 1
- Future Barge 2

Puget Sound Navel Shipyard provided data sheets to the IBR Program. The CRC NIR did not include additional vessel survey information or images.

From: [redacted]
To: Brian Carrico
Cc: Nicole McDermott
Subject: RE: Interstate Bridge Replacement Project - PSNS Vessel Use Columbia River
Date: Wednesday, June 16, 2021 2:56:28 PM
Attachments: IBRP_Vessel Data Sheets_Puget Sound Naval Shipyard_2021.pdf

Hello Brian,

Attached are the updated vessel data sheets.

Please note that the YP 701 and YTT 10 previously listed in 2012 are no longer expected.

Thank you for giving us the opportunity to provide input on the I-5 Bridge replacement.

Rachel Preisinger
Reactor Compartment
Disposal Division
Puget Sound Naval Shipyard &
Intermediate Maintenance Facility

From: Brian Carrico <[redacted]>
Sent: Tuesday, June 08, 2021 8:10 AM
To: Preisinger, Rachel A CIV USN NAVSHIPYDIMF PGS WA (USA) <[redacted]>
Cc: Nicole McDermott <[redacted]>
Subject: [Non-DoD Source] Re: Interstate Bridge Replacement Project - PSNS Vessel Use Columbia River

Hi Rachel, it has been a little while since I sent this. I wanted to check in to see if you have been able to review and confirm this information or if you need anything else from us to complete the effort.

Let me know if I can be of further assistance.

Brian

From: Brian Carrico
Sent: Wednesday, May 12, 2021 2:24 PM
To: Preisinger, Rachel A CIV USN NAVSHIPYDIMF PGS WA (USA) <[redacted]>
Cc: Nicole McDermott <[redacted]>
Subject: Re: Interstate Bridge Replacement Project - PSNS Vessel Use Columbia River

Thanks for getting back to me so quickly. Attached are a few things. The PDF files are the actual data used in the 2012 effort. We translated this into a new Word document (also

attached) that you could use to update information. Alternatively, you could access our online survey to input the information (at the link in the prior email).

Brian

From: Preisinger, Rachel A CIV USN NAVSHIPYDIMF PGS WA (USA)
Sent: Wednesday, May 12, 2021 12:13 PM
To: Brian Carrico
Subject: RE: Interstate Bridge Replacement Project - PSNS Vessel Use Columbia River

Hello Brian,

Thank you for contacting us about navigation needs for our shipments on the Columbia River. Please send me the prior information you need reviewed and verified, and myself or someone from my office will get back to you.

Thank you.

Rachel Preisinger
Reactor Compartment
Disposal Division
Puget Sound Naval Shipyard &
Intermediate Maintenance Facility

From: Brian Carrico <[redacted]>
Sent: Tuesday, May 11, 2021 1:11 PM
To: Preisinger, Rachel A CIV USN NAVSHIPYDIMF PGS WA (USA) <[redacted]>
Subject: [Non-DoD Source] Interstate Bridge Replacement Project - PSNS Vessel Use Columbia River

Rachel,

I am part of the team working on the Interstate Bridge (IBR) Program for ODOT and WSDOT (https://www.interstatebridge.org/rivernavigation/). I am reaching to you as part of the projects efforts to complete a Navigation impact Report as part of the USCG permitting process for the new bridge. We are collecting information on vessel use of the Columbia River and you provided information for PSNS for the prior Columbia River Crossing Project. We are seeking to validate and update the previously provided information. Are you the correct person to do this? If so can I send you the prior information to review and confirm? Thanks in advance for your time and feel free to reach out if you have any questions specific to this

request or the program in general.

Brian Carrico
Interstate Bridge Replacement Program
Environmental Program
O: [redacted] | **C:** [redacted]
E: [redacted]
interstatebridge.org

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Puget Sound Naval Shipyard

Vessel Name:
Barge 40

Vessel Type:
Freight Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: National Defense

USCG Document Number:
1035597

Primary Mooring Location *(waterway milepoint, if known)*:
Bremerton, WA

Type and quantity of cargo, if applicable:
1 Package

Length (overall; ft):
250

Beam (width; ft):
68

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:
14.75, worst case

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:
50 (combined barge and package above waterline)

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:
15

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:
100

Transit speed under Interstate Bridge and Load Configuration:
10 knots
Full Load Displacement: 3302 long tons

Time of Year of Passage:
Shipments typically occur during mid-March to mid-April and September through October.
Shipment time and frequency can vary but averages two per year.

Tug Assistance Required:Yes

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ **Feb**_____ **Mar**___X_____ **Apr**___X_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**____X____ **Oct**____X_____ **Nov**_____ **Dec**_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

EXISTING VESSEL DATA SHEET

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Company/Owner Name: Puget Sound Naval Shipyard

Vessel Name:
Barge 60

Vessel Type:
Freight Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: National Defense

USCG Document Number:
630028

Primary Mooring Location *(waterway milepoint, if known)*:
Bremerton, WA

Type and quantity of cargo, if applicable:
1 Package

Length (overall; ft):
230

Beam (width; ft):
60

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:
14.75, worst case

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:
43 (combined barge and package above waterline)

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:
15

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:
100

Transit speed under Interstate Bridge and Load Configuration:
10 knots
Full Load Displacement: 2385 long tons

Time of Year of Passage:
Shipments typically occur during mid-March to mid-April and September through October.
Shipment time and frequency can vary but averages two per year.

Tug Assistance Required:Yes

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ **Feb**_____ **Mar**___X_____ **Apr**___X_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**____X____ **Oct**____X_____ **Nov**_____ **Dec**_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Puget Sound Naval Shipyard

Vessel Name:
Beluga

Vessel Type:
Freight Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: National Defense

USCG Document Number:
586036

Primary Mooring Location *(waterway milepoint, if known)*:
Bremerton, WA

Type and quantity of cargo, if applicable:
1 Package

Length (overall; ft):
240

Beam (width; ft):
60

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:
14.75, worst case

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:
43 (combined barge and package above waterline)

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:
15

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:
100

Transit speed under Interstate Bridge and Load Configuration:
10 knots
Full Load Displacement: 2509 long tons

Time of Year of Passage:
Shipments typically occur during mid-March to mid-April and September through October.
Shipment time and frequency can vary but averages two per year.

Tug Assistance Required:Yes

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ **Feb**_____ **Mar**___X_____ **Apr**___X_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**____X____ **Oct**____X_____ **Nov**_____ **Dec**_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

EXISTING VESSEL DATA SHEET

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Company/Owner Name: Puget Sound Naval Shipyard

Vessel Name:
Edgecumbe

Vessel Type:
Freight Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: National Defense

USCG Document Number:
591009

Primary Mooring Location *(waterway milepoint, if known)*:
Bremerton, WA

Type and quantity of cargo, if applicable:
1 Package

Length (overall; ft):
240

Beam (width; ft):
60

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:
14.75, worst case

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:
43 (combined barge and package above waterline)

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:
15

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:
100

Transit speed under Interstate Bridge and Load Configuration:
10 knots
Full Load Displacement: 2439 long tons

Time of Year of Passage:
Shipments typically occur during mid-March to mid-April and September through October.
Shipment time and frequency can vary but averages two per year.

Tug Assistance Required:Yes

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ **Feb**_____ **Mar**___X_____ **Apr**___X_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**____X____ **Oct**____X_____ **Nov**_____ **Dec**_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Puget Sound Naval Shipyard

Vessel Name:
Future Barge 1

Vessel Type:
Freight Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: National Defense

USCG Document Number:
NA

Primary Mooring Location *(waterway milepoint, if known)*:
Bremerton, WA

Type and quantity of cargo, if applicable:
1 Package

Length (overall; ft):
355

Beam (width; ft):
80

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:
17.75, worst case

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:
53 (combined barge and package above waterline)

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:
15

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:
100

Transit speed under Interstate Bridge and Load Configuration:
10 knots
Full Load Displacement: 8398 long tons

Time of Year of Passage:
Shipments typically occur during mid-March to mid-April and September through October.
Shipment time and frequency would vary, but could average two per year.

Tug Assistance Required:Yes

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ **Feb**_____ **Mar**___X_____ **Apr**___X_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**____X____ **Oct**____X_____ **Nov**_____ **Dec**_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Puget Sound Naval Shipyard

Vessel Name:
Future Barge 2

Vessel Type:
Freight Barge

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: National Defense

USCG Document Number:
NA

Primary Mooring Location *(waterway milepoint, if known)*:
Bremerton, WA

Type and quantity of cargo, if applicable:
1 Package

Length (overall; ft):
276

Beam (width; ft):
78

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Draft (ft) - *depth of hull below waterline, fully laden*:
14.75, worst case

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:
54 (combined barge and package above waterline)

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:
15

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:
100

Transit speed under Interstate Bridge and Load Configuration:
10 knots
Full Load Displacement: 4447 long tons

Time of Year of Passage:
Shipments typically occur during mid-March to mid-April and September through October.
Shipment time and frequency would vary, but could average two per year.

Tug Assistance Required:Yes

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ **Feb**_____ **Mar**___X_____ **Apr**___X_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**____X____ **Oct**____X_____ **Nov**_____ **Dec**_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

Federal Government

Agency: Tongue Point Job Corps (Maritime Training Program)

Vessel:

- USCG M/V Ironwood buoy tender

Tongue Point did not respond to IBR request. Information below was included in CRC NIR.


07.10.2012
PORTABLE VENTILATION
IRC

Columbia River CROSSING



River User Data Sheet

By: TIM PUGH Date: 5/10/2012

1. Company name and/or owner of vessel and contact information

Name of company: TONGUE POINT JOB CORPS MARITIME TRNG PROGRAM

Name of contact: CAPT JAMES VANWORMER

Phone number (Office): [redacted] (Cell): _____

Email: [redacted]

Address: 37573 OLD HWY 30

City: ASTORIA State: OR Zip code: 97146

3a. Vessel name: M/V IRONWOOD **3b. Vessel type:** TRAINING SHIP

3c. U.S. Coast Guard Document Number: WLB297 (EX USCG BUOY TENDER)

4a. Length Overall (LOA), **feet:** 180' **4b. Beam** (width), **feet:** 37

5. Draft (depth of hull below waterline, fully laden), **feet:** 14'

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), **feet:** 82'

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 6'

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan ___ Feb ___ Mar ___ Apr ___ May 1 Jun 1 Jul 1 Aug 1 Sep ___ Oct ___ Nov ___ Dec ___

9. Frequency of one-way passage underneath I-5 main channel (other historic events): Ø N/A

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

Jan ___ Feb ___ Mar ___ Apr ___ May 1 Jun 1 Jul 1 Aug 1 Sep ___ Oct ___ Nov ___ Dec ___

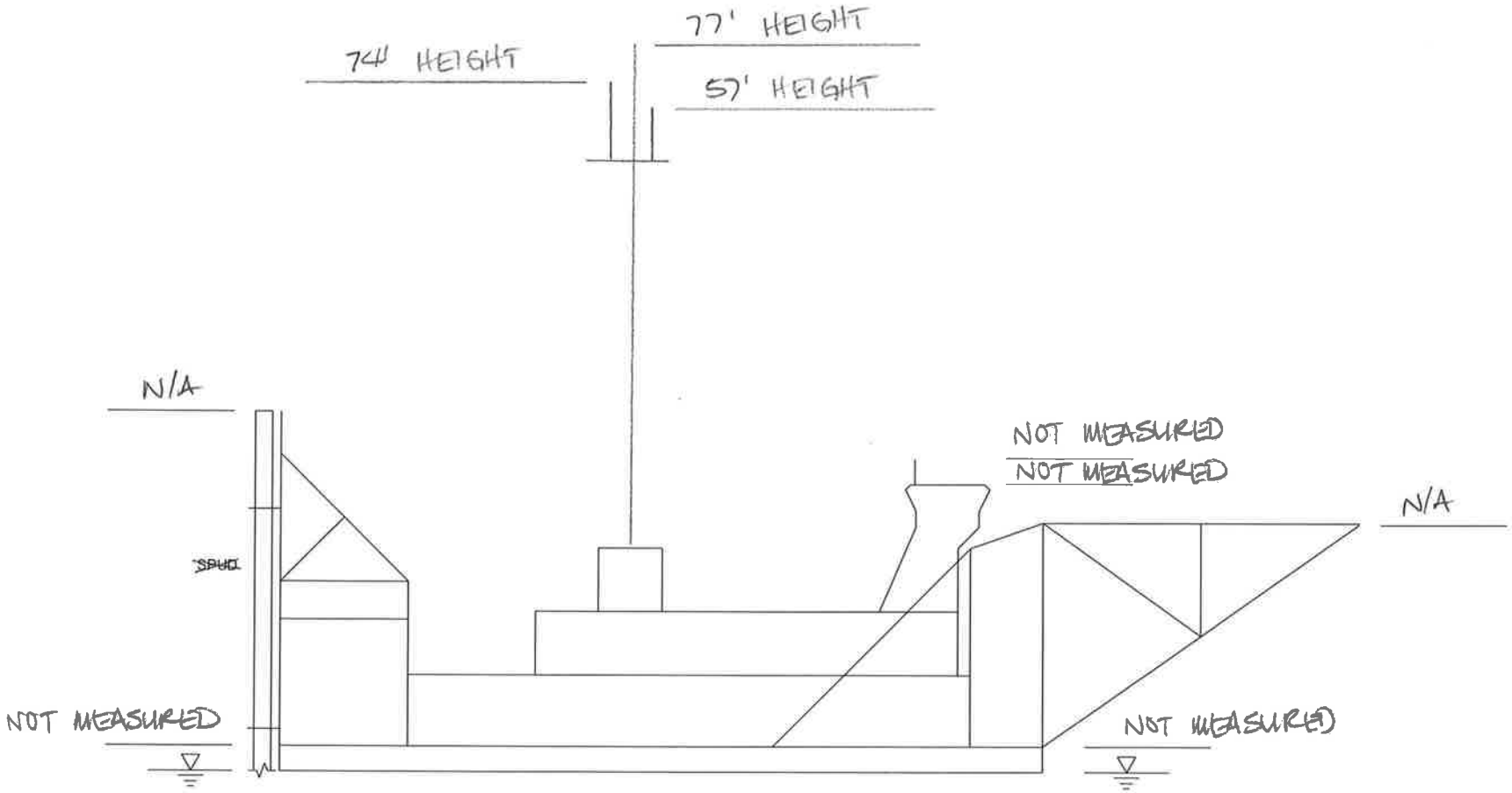
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): _____

12. Do you have a business plan (e.g. 10 or 20 year plan)? N/A

What does it say related to vessels traveling under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? _____

May we have a copy? _____

13. Other (additional sheets may be attached.) _____



IRONWOOD
NAME

TONGUE POINT, ASTORIA, OR
LOCATION

07-10-12
DATE

Vessel Name	Owner	Antenna Elev (ft)	Mast Elev (ft)	Spud Elev (ft)	Boom Crane Elev (ft)	Gantry Elev (ft)	Pivot Pt Elev (ft)	Cradle Elev (ft)	Water Elev (ft)	Height Above Water
Ironwood	Tongue Point Job Corps Maritime Training Program	60.2	N/M	N/A	N/A	N/A	N/A	N/A	3.4	57
		77.4	N/M	N/A	N/A	N/A	N/A	N/A	3.4	74
		80.5	N/M	N/A	N/A	N/A	N/A	N/A	3.4	77
Heidi Renee	J.E. McAmis	N/A	N/A	82.8	N/A	N/A	N/A	N/A	2.2	81
Carr	Bergerson Construction Inc.	N/A	N/A	79.1	N/M	N/M	N/M	N/A	1.8	77
		N/A	N/A	80.2	N/M	N/M	N/M	N/A	1.8	78
		N/A	N/A	N/M	53.5	N/M	N/M	N/A	1.8	52
		N/A	N/A	N/M	94.8	N/M	N/M	N/A	1.8	93
Betsy Ross	Bergerson Construction Inc.	N/A	N/A	71.0	NM	N/M	N/M	N/M	3.0	68
		N/A	N/A	N/M	69.3	N/M	N/M	N/M	3.0	66
		N/A	N/A	N/M	158.4	N/M	N/M	N/M	3.0	155
		N/A	N/A	71.4	NM	N/M	N/M	N/M	3.0	68

N/A - does not exist
N/M - exists but not measured

Vessel Height Verification Sheet

By: Karl Krcma Date: 10 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Tongue Point Job Corps
   b. Name of contact: Captain James VanWormer
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email: [redacted]
   e. Address: 37573 Old Hwy 30 City: Astoria
      State: OR Zip code: 97146
2. Vessel
   a. ID: b. Name: M/V Ironwood
   c. Type: ex USCG Buoy tender d. USCG Document Number: WLB297
3. Vessel Configuration
   a. Identify vessel configuration:
   - Is a vessel specification sheet available? No
   - Configuration shown on the sheet: not shown, photo only
   - What is the lowest height configuration for transport? 77' (74' without antenna)

   b. What is the gantry configuration? N/A Estimated gantry height: N/A

   c. Does the barge have spuds? N/A
   - Height above waterline for travel? N/A
   - Can the spuds be removed for travel? N/A
   - Work and cost involved in removing spuds? N/A
4. Vessel Location
   a. Where is the vessel currently located? Tongue Point, Columbia River
   b. Is it working on a job? N/A Is it tied up to shore? Yes

c. What is the best time to make a trip to the vessel? Priot to end of July, Just need a few days advance notice.

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	N/A
Water Level:	N/A
Top of Boom:	N/A
Height of Boom Hinge Pin:	N/A
Boom Cradle:	N/A
Top of Spud:	N/A
Top of Deck:	N/A

6. Vessel Height

Self-Reported		Surveyed	
Air Draft:	82 feet	Air Draft:	77 feet
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet (CRD)	Water Level:	16 feet (CRD)
Total Height:	108 feet	Total Height:	103 feet

7. History Notes

Date	Item
5/10/2012	Contacted by Karl Krcma
5/10/2012	Data sheet submitted
6/28/2012	Contacted by Karl Krcma for field measurement
7/10/2012	Field measured
7/17/2012	New data sheet submitted

Federal Government

Agency: USACE

Vessel: Yaquina

USACE confirmed the information provided during the CRC NIR is still accurate (email confirmation included below). Vessel details that follow were included in the CRC NIR.

From: Hicks, Jeffrey T CIV USARMY CENWP (USA)
To: Brian Carrico
Cc: Nicole McDermott; Darlene Siegel
Subject: RE: Interstate Bridge Replacement Project - USACE vessels/Navigation needs
Date: Tuesday, June 8, 2021 8:43:19 AM
Attachments: image001.png
image002.png
image003.png
image004.png

Brian,

I did just get a response on the upcoming planned activities from our Operating Project Managers.

The Yaquina looks to be the tallest USACE vessel that we expect to transit through the area. Annual O&M dredging's in water work window is 1 August to 30 September but we need to have the ability to address shoals at any time of year. I believe that's how we landed on the river level + Yaq height clearance in our formal letter to the CRC.

As far as future work goes, our contractors often move equipment and materials via barge to construction projects. For example recent gate replacements, JD AWS electrical building, etc along with the large cranes mobilized to handle these. The largest crane I've heard coming up river was "The General" which I think Kiewit now owns.

I am trying to verify the dimensions of "the General" as well as the largest items we've moved under contract (likely The Dalles or John Day Gates). Otherwise there is nothing planned that would be impacted by the bridge height.

Thanks, Jeff

Jeff Hicks | Portland District Project Manager
☏: [redacted] | [redacted]

From: Brian Carrico <[redacted]>
Sent: Tuesday, June 8, 2021 8:14 AM
To: Hicks, Jeffrey T CIV USARMY CENWP (USA) <[redacted]>
Cc: Nicole McDermott <[redacted]>; Darlene Siegel <[redacted]>
Subject: [Non-DoD Source] Re: Interstate Bridge Replacement Project - USACE vessels/Navigation needs

Jeff, it has been a few weeks since sending this. I wanted to check in with you to see if you need further information from the team in order to complete this request and/or if you have

an estimate for when we may get the information. Thanks in advance.

Brian

From: Brian Carrico <[redacted]>
Sent: Thursday, May 13, 2021 10:22 AM
To: Hicks, Jeffrey T CIV USARMY CENWP (USA) <[redacted]>
Cc: Nicole McDermott <[redacted]>; Darlene Siegel <[redacted]>
Subject: Re: Interstate Bridge Replacement Project - USACE vessels/Navigation needs

Jeff - attached is the information provided for CRC.

Brian

From: Hicks, Jeffrey T CIV USARMY CENWP (USA) <[redacted]>
Sent: Thursday, May 13, 2021 10:16 AM
To: Brian Carrico <[redacted]>
Cc: Nicole McDermott <[redacted]>; Darlene Siegel <[redacted]>
Subject: RE: Interstate Bridge Replacement Project - USACE vessels/Navigation needs

Hey Brian,

Sorry for the slow response. I would be the correct contact to validate this information. I am working with our Navigation team to answer this question but as far as I'm tracking it was just the Yaquina. Hoping I can get you a formal response by tomorrow.

Thanks, Jeff

From: Brian Carrico <[redacted]>
Sent: Wednesday, May 12, 2021 8:01 AM
To: Hicks, Jeffrey T CIV USARMY CENWP (USA) <[redacted]>
Cc: Nicole McDermott <[redacted]>; Darlene Siegel <[redacted]>
Subject: [Non-DoD Source] Interstate Bridge Replacement Project - USACE vessels/Navigation needs

Jeff,

I am part of the team working on the Interstate Bridge (IBR) Program addressing the USCG permit. We are collecting information on vessel use of the Columbia River and are validating and updating the data provided by the USACE for the prior Columbia River Crossing Project.

The information at that time was provided by Marci Johnson. Would you be the best contact for validating the information? Specifically, I am looking to confirm information on the Yaquina, whether any other USACE vessels would be expected to transit through the area (either North Portland Harbor or the main channel) and whether there are any planned activities at upstream dams would require specific shipments under the bridge in the future.

Thanks in advance. Feel free to call or email if you have questions or need additional information.

Brian

Brian Carrico

Interstate Bridge Replacement Program
Environmental Program

O: [redacted] | **C:** [redacted]

E: [redacted]

interstatebridge.org



Federal Government

Owner: US Army Corps of Engineers

Vessel: Yaquina



Columbia River CROSSING



River User Data Sheet

By: NWP Dredge OPS **Date:** Feb 27, 2012

1. Company Name and/or Owner of Vessel and contact information

Name of company: US Army Corps of Engineers, Portland District

Name of contact: Marci Johnson

Phone number (Office): [redacted] (Cell): _____

Email: [redacted]

Address: 333 SW 1st Avenue, P.O. Box 2946

City: Portland State: OR Zip code: 97204

3a. Vessel Name: Yaquina **3b. Vessel Type:** Hopper Dredge

3c. US Coast Guard Document Number: CG000073

4a. Length Overall (LOA)**, feet:** 200 **4b. Beam** (width)**, feet:** 58

5. Draft (depth of hull below waterline, fully laden)**, feet:** 16

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen)**, feet:** 92

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge)**:** 8

8. Frequency of one-way passage underneath I-5 main channel (typical per month)**:** based on historical

Jan 2 **Feb** 2 **Mar** 2 **Apr** 2 **May** 2 **Jun** 2 **Jul** 2 **Aug** 4 **Sep** 4 **Oct** 2 **Nov** 2 **Dec** 2

9. Frequency of one-way passage underneath I-5 main channel (other historic events)**:** included in 8.

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month)**:**

Jan 0 **Feb** 0 **Mar** 0 **Apr** 0 **May** 0 **Jun** 0 **Jul** 0 **Aug** 0 **Sep** 0 **Oct** 0 **Nov** 0 **Dec** 0

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events)**:** none

12. Do you have a Business Plan (e.g. 10 or 20 year plan)**?** provided by letter dated Feb 23, 2012

What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)**?** _____

May we have a copy? _____

13. Other miscellaneous Historical information provided above does not represent future needs. Future needs were provided to CRC by letter dated Feb, 23 2012. As stated in Feb 23, 2012 letter, to ensure safe passage of the dredge Yaquina, the minimum bridge height required for current and future operational needs is 116 feet CRD.


Antenna
Top of mast
Crow's Nest
YAQUINA
WH Roof
Top of Boom
Pivot Pt
Light Bar
07.17.2012

CRC Vessel Verification
Prepared by: David Evans and Associates, Inc.

Task AH802DE

Vessel Name	Owner	Antenna Elev (ft)	Mast Elev (ft)	Crow's Nest Elev (ft)	Boom Crane Elev (ft)	Light Bar Elev (ft)	Pivot Pt Elev (ft)	WH Roof Elev (ft)	Bow Deck Elev (ft)	Stern Deck Elev (ft)	Water Elev (ft)	Height Above Water
Yaquina	Army Corps of Engineers	91.3									1.3	90
			87.9								1.3	87
				70.7							3.0	68
					84.1						1.3	83
						69.7					1.3	68
							32.1				1.3	31
								46.5			1.3	45
									16.6		1.3	15
										17.1	0.9	16
		Note: At the time of measurements the bow draft was between 12-12.5 ft. and the stern draft was between 11-11.5 ft.										
		WH - Wheelhouse										

Vessel Height Verification Sheet

By: Karl Krcma Date: July 26, 2012

1. Company Name and/or Owner of Vessel and Contact Information

a. Name of company: US Army Corps of Engineers

b. Name of contact: Marci Johnson

c. Phone number (Office): [redacted] (Cell):

d. Email: [redacted]

e. Address: 333 SW 1st Ave, PO Box 2946 City: Portland

State: OR Zip code: 97204

2. Vessel

a. ID: b. Name: Yaquina

c. Type: Hopper Dredge d. USCG Document Number: CG000073

3. Vessel Configuration

a. Identify vessel configuration: Self propelled hopper dredge

- Is a vessel specification sheet available? No
- Configuration shown on the sheet: N/A
- What is the lowest height configuration for transport? 92 feet

b. What is the gantry configuration? N/A Estimated gantry height: N/A

c. Does the barge have spuds? N/A

- Height above waterline for travel? N/A
- Can the spuds be removed for travel? N/A
- Work and cost involved in removing spuds? N/A

4. Vessel Location

a. Where is the vessel currently located? N/A

b. Is it working on a job? N/A Is it tied up to shore? N/A

c. What is the best time to make a trip to the vessel? N/A

5. Measurements from Spec Sheet

Gantry Height:	N/A
Water Level:	N/A
Top of Boom:	N/A
Height of Boom Hinge Pin:	N/A
Boom Cradle:	N/A
Top of Spud:	N/A

6. Vessel Height

Self-Reported		**Surveyed**	
Air Draft:	92	Air Draft:	90 (draft at bow 12-12.5 and draft stern 11-11.5)
Air Gap:	10	Air Gap:	10
Water Level:	16	Water Level:	16
Total Height:	**118 feet**	**Total Height:**	**116 feet**

7. History Notes

Date	**Item**
2/14/2012	Contacted by Karl Krcma
2/27/2012	River user data sheet submitted
7/17/2012	Surveyed

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, PORTLAND DISTRICT
PO BOX 2946
PORTLAND OR 97208-2946

REPLY TO
ATTENTION OF

Planning, Programs and Project
Management Division

FEB 23 2012

Ms. Heather Wills
Columbia River Crossing
700 Washington Street, Suite 300
Vancouver, Washington 98660

Dear Ms. Wills,

This letter is in response to the Columbia River Crossing (CRC), Interstate 5 (I-5) Project boat survey request for information regarding the Corps Dredges Yaquina and Essayons and our navigational needs upstream of the proposed new I-5 bridge project.

We determined that the proposed bridge height outlined in the Record of Decision would have serious impacts on our federal missions to maintain the navigation channel and provide emergency dredging upstream of the new bridge. After considering dredging requirements and potential future water release impacts to the Columbia River, we determined that the minimum prism needed for the new bridge is a height of 116 feet Columbia River Datum (121.4 NAVD88) for a width of 400 feet. A more detailed explanation of our requirements is enclosed.

We will forward a copy of this letter to Rear Admiral Keith Taylor, Commander 13th District United States Coast Guard, Jackson Federal Building, 915 Second Avenue, Seattle, WA 98174-1067, John McAvoy, FHWA, 610 East 10th Street, Vancouver, WA 98661; and Dave Hendricks, Multnomah County Drainage District No. 1, 1880 NE Elrod Dr., Portland, Oregon 97211.

We look forward to resolving these navigation concerns to ensure the CRC project does not have any unacceptable impacts to our federal projects. Please feel free to contact me at (503) 808-4500 or Ms. Marci Johnson of my staff at (503) 808-4765 or via e-mail at marci.e.johnson@usace.army.mil.

Sincerely,

John W. Eisenhauer, P.E.
Colonel, Army Corps of Engineers
District Commander

Enclosure

Printed on Recycled Paper

US Army Corps
of Engineers ®
Portland District

U. S. Army Corps of Engineers Federal Navigation Channel Maintenance Needs
Columbia River Crossing (I-5 Interstate Bridge at Vancouver, WA)
February 2012

Summary:
Minimum prism needed for new bridge is height 116 feet Columbia River Datum (CRD) (equal to 121.4 feet NAVD88) for width 400 feet (channel width of 300 feet plus 50 feet on each side of the channel).

Authorized project:

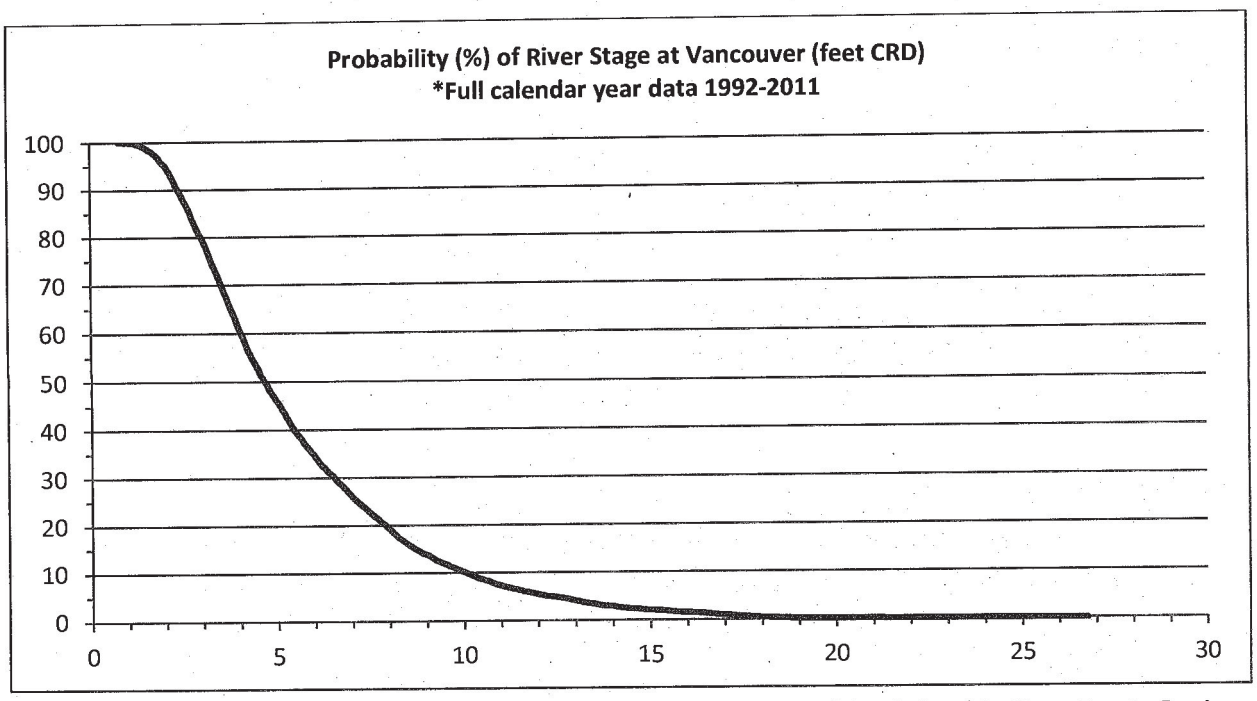
- The federal Navigation Channel immediately upstream of the Columbia River Crossing is authorized to 27 feet deep and 300 feet wide from Vancouver, WA, to The Dalles, OR. This channel supports the Columbia-Snake river system and transportation of 10 million tons of cargo annually. It is the largest wheat/barley export gateway in the U.S. and the third largest grain export gateway in the world.

Minimum bridge prism reasoning:

- The Corps' Dredge *Yaquina* performs annual channel maintenance dredging. The minimum prism needed for the new bridge is the vertical clearance required for this dredge to pass safely under the bridge at a specified river water level above CRD, and the horizontal clearance required for maintenance of the channel under the bridge.

Vertical clearance discussion:

- According to the USCG-licensed captains of the Dredge *Yaquina*, a 100-foot minimum vertical clearance from top of water to bottom of bridge is required (draft of 9 feet below the waterline gives a height of 92 feet above the waterline, plus an 8-foot minimum safety gap).
- The environmentally protective in-water work period as established by Federal and State agencies has changed in the past, and could continue to change as new species are listed, requiring work to be done during periods of higher river flow and stage.
- Year-round river flow levels must be considered as emergency operations could be required at any time. The probability of a river stage is shown below, using available data from the past 20 years.



- The uncertainty of future water levels must be considered. As part of the Columbia River Treaty Review, the Corps is collecting new data and performing studies to evaluate maintaining or potentially changing current levels of regulation for flood risk protection in this region of the Columbia River basin. The National Marine Fisheries Biological Opinion for the Federal Columbia River Power System also requires the Corps to spill water at its Columbia River dams to support salmon survival. These factors may lead to future operations resulting in elevated river levels (closer to ordinary high water) for longer durations compared with the past 20 years. Current Regulatory ordinary high water level at the Columbia River Crossing is 16 feet CRD (equivalent to 21.4 feet NAVD88).
- Bridge lift records show the lift height in feet above zero at the bridge pier elevation (39 feet CRD). Recent records show that the median lift for the Dredge *Yaquina* is 100 feet (equal to 139 feet CRD). The maximum lift shown was 136 feet (175 feet CRD). The minimum lift shown was 90 feet (129 feet CRD). Water levels shown on bridge records corresponding to these lifts ranged from 1 to 12 feet CRD.

Vertical clearance conclusion: A minimum vertical height of 116 feet CRD (121.4 feet NAVD88) is required. Year-round river level data from the past 20 years indicate that river levels were at or below 16 feet CRD approximately 98 percent of the time. Future river operations will likely increase river levels up to ordinary high water (16 feet CRD) for longer periods. Adding the 100-foot vertical clearance from waterline to bridge required for the Dredge *Yaquina* to 16 feet CRD yields a minimum vertical bridge height requirement of 116 feet CRD (121.4 NAVD88).

Horizontal clearance discussion:

- The Corps practices advanced width maintenance dredging (dredging up to 50-100 feet outside the channel width) to provide an area outside the channel for unstable side slope sloughing so that the full channel width remains clean.

Horizontal clearance conclusion: A horizontal width of 400 feet CRD is required at the vertical height specified above. This width includes the channel width (300 feet) plus 50 feet additional width on each side of the channel for advanced width maintenance dredging.

Federal Government

Agency: USCG, Marine Safety Unit

Vessel:

- Juniper-class buoy tender

USCG confirmed the information provided during the Hood River-White Salmon Bridge Replacement NIR is still accurate (email confirmation included below). Data sheets from the Hood River-White Salmon Bridge Replacement NIR are also included.

From: Brian Carrico
To: Nicole McDermott; River Navigation
Subject: Fw: Interstate Bridge Replacement Program
Date: Tuesday, May 11, 2021 9:40:31 AM
Attachments: image001.png
image002.png
image003.png
image004.png

From: Fischer, Steven M CIV <[redacted]>
Sent: Tuesday, May 4, 2021 5:41 PM
To: Brian Carrico <[redacted]>
Cc: McReynolds, Danny G CIV <[redacted]>; Garneau, Allen M CIV <[redacted]>; Smith, Carl F CTR <[redacted]>; Moriarty, John F CIV <[redacted]>
Subject: RE: Interstate Bridge Replacement Program

Brian,

Yes the Hood River USCG vessel data is correct and should be used in the IBP NIR.
BNSF is required to have an opening log that would not day and time of opening and type of vessel(s) and possibly names of vessels they have opened for. Do you need this and are unable to get it?
Good days for me are Tue, Thurs, Fri.

Thanks

Steve

From: Brian Carrico <[redacted]>
Sent: Tuesday, May 4, 2021 3:53 PM
To: Fischer, Steven M CIV <[redacted]>
Cc: McReynolds, Danny G CIV <[redacted]>
Subject: [Non-DoD Source] Interstate Bridge Replacement Program

Steve - I have a few requests for you associated with the IBR Program.

1. USCG vessel river use: The 2012 CRC report (from which we are starting) does not have any data for USCG vessel use related to the I-5 Bridge. For the recently completed Hood River Bridge Navigation Impact Report we included the Juniper Class Buoy Tender as a vessel that would be required to navigate under the bridge. Can you confirm that would also be the case and whether any other USCG vessels should be considered? The vessel

information used for Hood River Bridge is attached for your information. It is also includes a blank sheet for additional vessels if needed.

2. BNSF Bridge Data: We previously discussed obtaining information on BNSF bridge openings to get a better picture of overall river traffic (not just vessel traffic required a bridge opening. BNSF indicated that they did not have this data. You indicated previously that you may be able to assist in obtaining the data. Let me know if you have any thoughts on this.
3. Notice to Mariners: Do you anticipate getting the notice previously sent published in the Local Notice to Mariners soon or did i miss it in the recent publications?
4. Meeting: Can you let me know your availability for a coordination call with the IBR team this month? We want to keep you fully informed and have a few items to discuss as we move forward.

Thanks in advance for your time.

Regards,

Brian

Brian Carrico
Interstate Bridge Replacement Program
Environmental Program
O: [redacted] | **C:** [redacted]
E: [redacted]
interstatebridge.org

VESSEL DATA SHEET

Please fill out the data sheet below. Please complete a data sheet for each vessel in your fleet that transits under the Hood River – White Salmon Bridge. In addition, please note any future vessel or cargo plans that might require different vessels to transit under the bridge.

Company Name: United State Coast Guard

Vessel Name:
USCGC Elm

Vessel Type:
Juniper Class Buoy Tender

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: National Defense
Primary missions is buoy tender; , all Coast Guard buoy tenders can perform other Coast Guard missions that include Search and Rescue, Maritime Law Enforcement and Marine Environmental Protection.

USCG Document Number: N/A

Primary Mooring Location *(waterway milepoint, if known)***:**
Astoria (Tongue Point)

Type and quantity of cargo, if applicable:
N/A

Length (overall; ft):
225’

Beam (width; ft):
46’

Draft (ft) - *depth of hull below waterline, fully laden*:
13’

VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:
83’

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:
7’

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:
100’

Frequency of passage under HR-WS Bridge:
Dependent on operations and situations

Transit speed under HR-WS Bridge and Load Configuration:
8-10 knots

Time of Year of Passage:
Dependent on operations and situations. All weather capable vessel.

Tug Assistance Required:No

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):*Choose an item.
No

Please identify any future vessel or cargo plans that might require different vessels to transit under the bridge. Attach additional pages as needed.

Passenger Cruise

Company: American Cruise Lines

Vessels:

- American Pride
- Queen of the West
- American Song

Company provide information through the online survey. Survey response is included below.

#40

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, August 25, 2021 5:22:18 PM
Last Modified:	Wednesday, August 25, 2021 5:53:37 PM
Time Spent:	00:31:18
IP Address:	76.28.124.51

Page 1: Introduction

Q1

Company Name

American Cruise Lines

Q2

Contact Information

Name	**Eric Dussault**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

American Pride

Q4 — **Cruise**

Vessel Type

Q5 — **No**

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Q6 — **Commercial**

Vessel Category

Q7

USCG Document Number

1236505

Q8

Primary Mooring Location (waterway milepoint, if known)

Red Lion Portland, OR

Q9

Type and quantity of cargo, if applicable

Passengers

Q10

Length (total feet)

250

Q11

Beam (width in feet)

50

Q12

Draft (feet) - depth of hull below waterline, fully laden

9

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

63

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

10

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

150

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**0**
April	**16**
May	**16**
June	**16**
July	**16**
August	**16**
September	**16**
October	**16**
November	**16**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

8kts

Q19

Tug Assistance Required

No

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

N/A

Q21

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q22

Do you have another vessel?

Yes

Page 2: Additional Vessel (1)

Q23

Vessel Name (please complete one survey per vessel)

Queen of the West

Q24

Vessel Type

Cruise

Q25

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q26

Vessel Category

Passenger Cruise

Q27

USCG Document Number

1033572

Q28

Primary Mooring Location (waterway milepoint, if known)

Red Lion Portland, OR

Q29

Type and quantity of cargo, if applicable

Passenger

Q30

Length (overall feet)

225

Q31

Beam (width in feet)

43

Q32

Draft (feet) - depth of hull below waterline, fully laden

9

Q33

Air Draft (feet) - height of highest fixed point above waterline, unladen

63

Q34

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

10

Q35

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

150

Q36

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**0**
April	**16**
May	**16**
June	**16**
July	**16**
August	**16**
September	**16**
October	**16**
November	**16**
December	**0**

Q37

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q38

Transit speed under Interstate Bridge and Load Configuration (if applicable)

8

Q39

Tug Assistance Required

No

Q40

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Respondent skipped this question

Q41

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q42

Do you have another vessel?

Yes

Page 3: Additional Vessel (2)

Q43

Vessel Name (please complete one survey per vessel)

American Song

Q44

Vessel Type

Cruise

Q45

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q46

Vessel Category

Passenger Cruise

Q47

USCG Document Number

1282656

Q48

Primary Mooring Location (waterway milepoint, if known)

Red Lion Portland OR

Q49

Type and quantity of cargo, if applicable

passengers

Q50

Length (overall; feet)

325

Q51

Beam (width; feet)

58

Q52

Draft (feet) - depth of hull below waterline, fully laden

9

Q53

Air Draft (feet) - height of highest fixed point above waterline, unladen

56

Q54

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

10

Q55

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

150

Q56

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**0**
April	**16**
May	**16**
June	**16**
July	**16**
August	**16**
September	**16**
October	**16**
November	**16**
December	**0**

Q57

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q58

Transit speed under Interstate Bridge and Load Configuration (if applicable)

8

Q59

Tug Assistance Required

No

Q60

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Respondent skipped this question

Q61

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q62

Do you have another vessel?

No

Passenger Cruise

Company: American Queen Steamboat Company

Vessel:

- American Empress

Company did not respond to IBR request. Information was not included in the CRC NIR. Information included below was provided for the Hood River-White Salmon Bridge Replacement NIR.

VESSEL DATA SHEET

Please fill out the data sheet below. Please complete a data sheet for each vessel in your fleet that transits under the Hood River – White Salmon Bridge. In addition, please note any future vessel or cargo plans that might require different vessels to transit under the bridge.

Company Name: AMERICAN QUEEN STEAMBOAT CO.

Vessel Name:
AMERICAN EMPRESS

Vessel Type:
PASSENGER VESSEL (INSPECTED)

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

NONE

Vessel Category: Choose an item.
4000 HP DIESEL ELECTRIC
OVERNIGHT CRUISES

USCG Document Number: # 1140867

Primary Mooring Location *(waterway milepoint, if known)*:
TROUTDALE OR. @ SUNDIAL MARINE

Type and quantity of cargo, if applicable:
220 PASSENGERS
84 CREW

Length (overall; ft):
364 FT.

Beam (width; ft):
60 FT.

Draft (ft) - *depth of hull below waterline, fully laden*:
12.5 FT

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VESSEL DATA SHEET, CONT.

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

52 FT.

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

10 FT

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

200 FT.

Frequency of passage under HR-WS Bridge:

1-2 TIMES EVERY WEEK

Transit speed under HR-WS Bridge and Load Configuration:

10-13 MPH

Time of Year of Passage:

MARCH – DECEMBER

Tug Assistance Required: Choose an item.

NO

Ability to Modify *(If yes, provide details including cost of modification and who pays cost):*Choose an item.

NO

Please identify any future vessel or cargo plans that might require different vessels to transit under the bridge. Attach additional pages as needed.

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Passenger Cruise

Company: American Waterways, Inc.

Vessels:

- Portland Spirit
- Columbia Gorge Sternwheeler
- Willamette Star
- Crystal Dolphin
- Explorer

Company provided information for the Portland Spirit to the IBR Program. Additional information included in the CRC NIR is also included below.

From: Dan Yates
To: River Navigation
Subject: Re: FOLLOW UP: Interstate Bridge Replacement (IBR) Program Navigation Impact Report Vessel Information Request
Date: Tuesday, May 18, 2021 7:14:19 AM
Attachments: image001.png
image002.png
image003.png
image004.png

Nicole…I see you have the information for our largest vessel the Portland Spirit. The Columbia Gorge is very similar in size and you can mirror the Spirit characteristics as hers too. We also operate other vessels..The Willamette Star, Crystal Dolphin and the Explorer, but they are much smaller…If the new bridge has enough clearance for the Portland Spirit the bridge will handle all our vessels..current and future…Thanks, Dan

------ Original Message ------
From: "River Navigation" <[redacted]>
To: "[redacted]" <[redacted]>
Sent: 5/17/2021 8:02:01 AM
Subject: FOLLOW UP: Interstate Bridge Replacement (IBR) Program Navigation Impact Report Vessel Information Request

> Dan,
> I am following up on a request for information related to vessels that operate on the Columbia River and travel under the Interstate Bridge (RM 106.5). Please see the attached letter and data sheets (originally sent on April 15th).
>
> Please don't hesitate to reach out should you have any questions regarding this request. Thank you in advance for your time.
>
> Sincerely,
> Nicole McDermott
>
> **Interstate Bridge Replacement Program**
> **Environmental Program**
> **O:** [redacted] or [redacted] or 711 (ADA)
> **E:** [redacted]
> interstatebridge.org
>
> 

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: American Waterways, Inc.

Vessel Name:
Crystal Dolphin

Vessel Type:
Passenger cruise

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Choose an item.

USCG Document Number:

Primary Mooring Location *(waterway milepoint, if known)*:

Type and quantity of cargo, if applicable:

Length (overall; ft):
84

Beam (width; ft):
32

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

7

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

50

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

4

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan _____ **Feb** _____ **Mar** _____ **Apr** 4 **May** 30 **June** 80

Jul 80 **Aug** 80 **Sep** 80 **Oct** 40 **Nov** 4 **Dec** 4

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan _____ Feb 2 **Mar** 2 **Apr** 4 **May** 30 **June** 80

Jul 80 **Aug** 80 **Sep** 80 **Oct** 40 **Nov** 4 **Dec** 4

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: American Waterways, Inc.

Vessel Name:
Portland Spirit

Vessel Type:
Passenger cruise

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial

USCG Document Number:
903414

Primary Mooring Location *(waterway milepoint, if known)*:
Portland, Oregon

Type and quantity of cargo, if applicable:

Length (overall; ft):
150

Beam (width; ft):
36

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

10

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

48

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

10

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

50

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan 2 **Feb** 2 **Mar** 2 **Apr** 4 **May** 30 **June** 80

Jul 80 **Aug** 80 **Sep** 80 **Oct** 40 **Nov** 4 **Dec** 4

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan 2 Feb 2 **Mar** 2 **Apr** 4 **May** 30 **June** 80

Jul 80 **Aug** 80 **Sep** 80 **Oct** 40 **Nov** 4 **Dec** 4

Passenger Cruise

Owner: American Waterways, Inc.

Vessels: Crystal Dolphin

Portland Spirit

Vessel: Crystal Dolphin



Vessel: Portland Spirit



From http://www.portlandspirit.com

River User Data Sheet By: Ron Del Rosario Date: 2/22/2012

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: American Waterways, Inc (Portland Spirit)
   b. Name of contact: Dan Yates
   c. Phone number (Office): [redacted] d. (Cell):
   e. Email: [redacted]
   f. Address: 111 Se Caruthers Street
   g. City: Portland
   h. State: Or i. Zip code: 97214

3a. Vessel Name: Crystal Dolphin 3b. Vessel Type: Passenger

3c. US Coast Guard Document Number: K Boats

4a. Length Overall (LOA), feet: 84 4b. Beam (width), feet: 32

5. Draft (depth of hull below waterline, fully laden), feet: 7
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 50
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 4
8. Frequency of one-way passage underneath I-5 main channel (typical per month):

   Jan ___ Feb ___ Mar ___ Apr 4 May 30 Jun 80 Jul 80 Aug 80 Sep 80 Oct 40 Nov 4 Dec 4
9. Frequency of one-way passage underneath I-5 main channel (other historic events):
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan ___ Feb 2 Mar 2 Apr 4 May 30 Jun 80 Jul 80 Aug 80 Sep 80 Oct 40 Nov 4 Dec 4
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

River User Data Sheet By: Ron Del Rosario Date: 2/22/2012

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: American Waterways, Inc (Portland Spirit)
   b. Name of contact: Dan Yates
   c. Phone number (Office): [redacted] d. (Cell):
   e. Email: [redacted]
   f. Address: 111 Se Caruthers Street
   g. City: Portland
   h. State: Or i. Zip code: 97214

3a. Vessel Name: Portland Spirit 3b. Vessel Type: Passenger

3c. US Coast Guard Document Number: K Boats

4a. Length Overall (LOA), feet: 150 4b. Beam (width), feet: 36

5. Draft (depth of hull below waterline, fully laden), feet: 8
6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 54
7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 4
8. Frequency of one-way passage underneath I-5 main channel (typical per month):

   Jan 2 Feb 2 Mar 2 Apr 4 May 30 Jun 80 Jul 80 Aug 80 Sep 80 Oct 40 Nov 4 Dec 4
9. Frequency of one-way passage underneath I-5 main channel (other historic events):
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan 2 Feb 2 Mar 2 Apr 4 May 30 Jun 80 Jul 80 Aug 80 Sep 80 Oct 40 Nov 4 Dec 4
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

Passenger Cruise

Company: Grays Harbor Historical Seaport

Vessel:

- Lady Washington

Company did not respond to IBR request. Information below was included in the CRC NIR.



River User Data Sheet By: Les Bolton Date: 2/21/12

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: GRAYS HARBOR HISTORICAL SEAPORT
   b. Name of contact: LES BOLTON
   c. Phone number (Office): [redacted] d. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: 712 HAGARA STREET
   g. City: ABERDEEN
   h. State: WA i. Zip code: 98520

3a. Vessel Name: LADY WASHINGTON 3b. Vessel Type: SAILING

3c. US Coast Guard Document Number: 944970

4a. Length Overall (LOA), feet: 112 4b. Beam (width), feet: 22

5. Draft (depth of hull below waterline, fully laden), feet: 11

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 90

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 15

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

   Jan ___ Feb ___ Mar___ Apr___ May 1 Jun 1 Jul___Aug___Sep___Oct 2 Nov___Dec___

9. Frequency of one-way passage underneath I-5 main channel (other historic events): 2X every 3 yrs +/-

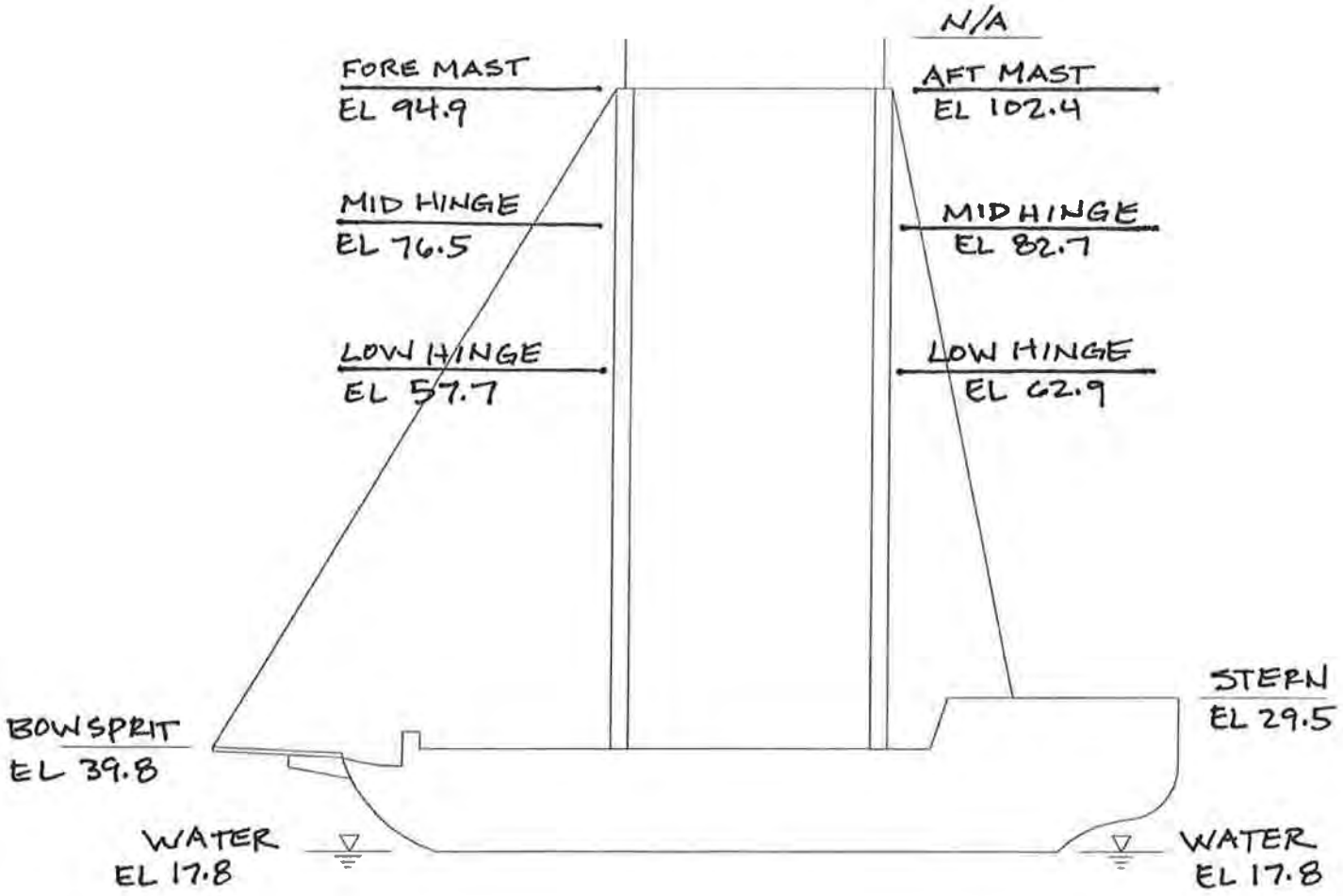
10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month):

    Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events):

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? Our business plan refers to Columbia River Voyages. We sail up the Columbia 1-2X per year Providing Education Programs for youth and the general Public. We Sail all the Way to the Dalles and on rare occasions down rig the ships to provide Access to the Tri Cities area.

13. Other miscellaneous



LADY WASHINGTON
NAME

KIRKLAND, WA
LOCATION

8/31/2012
DATE

Passenger Cruise

Company: Lindblad/National Geographic Expeditions

Vessels:

- National Geographic Quest
- National Geographic Sea Lion
- National Geographic Sea Bird

Company provided data sheets to the IBR Program. Data sheets are included below, followed by the information included in the CRC NIR.

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Lindblad/National Geographic Expeditions

Vessel Name:
National Geographic Quest

Vessel Type:
Small passenger

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial

USCG Document Number:
1273675

Primary Mooring Location *(waterway milepoint, if known)*:
Clarkston or Portland

Type and quantity of cargo, if applicable:
Passengers

Length (overall; ft):
240

Beam (width; ft):
45

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

12

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

62

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

10

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

120

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required:No

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**____1_____ **Oct**____3_____ **Nov**_____ **Dec**_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Linblad/National Geographic Exepeditions

Vessel Name:
National Geographic Sea Lion

Vessel Type:
Small Passenger

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:No

Vessel Category: Commercial

USCG Document Number:
648350

Primary Mooring Location *(waterway milepoint, if known)*:

Type and quantity of cargo, if applicable:

Length (overall; ft):
152

Beam (width; ft):
35

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

9.5

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

59

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

6

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____3____ **Oct**_____1____ **Nov**_____ **Dec**_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough): None

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

EXISTING VESSEL DATA SHEET

Please fill out the data sheet below. Note if the vessel is no longer in service or used on the waterway. If the vessel is still in service on the waterway, review and update vessel information and provide data where the field is blank. If you have new vessels that travel under the Interstate Bridge (main channel) and/or the North Portland Harbor Bridge (Oregon Slough), please use the following link to complete a waterway user survey: https://www.interstatebridge.org/rivernavigation. In addition, through the survey link, please note any future vessel or cargo plans you know of that might require different vessels to transit under the bridge.

Company/Owner Name: Linblad/National Geographic Exepeditions

Vessel Name:
National Geographic Sea Bird

Vessel Type:
Small passenger

Specialized Vessel *(e.g. limited maneuverability due to design or mode of operation. If yes, please describe)*:Choose an item.

Vessel Category: Commercial

USCG Document Number:
644046

Primary Mooring Location *(waterway milepoint, if known)*:

Type and quantity of cargo, if applicable:

Length (overall; ft):
152

Beam (width; ft):
35

VESSEL DATA SHEET, CONT.

Draft (ft) - *depth of hull below waterline, fully laden*:

9.5

Air Draft (ft) - *height of highest fixed point above waterline, unladen*:

59

Air Gap (ft) - *desired clearance from highest fixed point to lowest part of bridge*:

6

Safety Margin (ft) *horizontal clearance required by vessel to navigate through the bridge*:

Transit speed under Interstate Bridge and Load Configuration:

Time of Year of Passage:

Tug Assistance Required: Choose an item.

Frequency of passage under Interstate Bridge main channel (typical per month):

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**____3_____ **Oct**____4_____ **Nov**_____1____ **Dec**_____

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough): Zero

Jan_____ **Feb**_____ **Mar**_____ **Apr**_____ **May**_____ **June**_____

Jul_____ **Aug**_____ **Sep**_____ **Oct**_____ **Nov**_____ **Dec**_____

Passenger Cruise

Owner: Linblad Expeditions, Inc.

Vessels: National Geographic Sea Bird

National Geographic Sea Lion

Vessel: National Geographic Sea Bird



Vessel: National Geographic Sea Lion



From http://www.expeditions.com/

River User Data Sheet By: Michael Jones Date: March 19, 2012

1. Company Name and/or Owner of Vessel and contact information

a. Name of company: Lindblad Expeditions, Inc.

b. Name of contact: Michael Jones

c. Phone number (Office): [redacted] d. (Cell): [redacted]

e. Email: [redacted]

f. Address: 1415 Western Avenue, Suite 700

g. City: Seattle

h. State: WA i. Zip code: 98101

3a. Vessel Name: National Geographic Sea Bird 3b. Vessel Type: Small Passenger

3c. US Coast Guard Document Number: 644046

4a. Length Overall (LOA), feet: 152 4b. Beam (width), feet: 35

5. Draft (depth of hull below waterline, fully laden), feet: 9.5

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 59

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 6 feet

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep 3 Oct 4 Nov 1 Dec___

9. Frequency of one-way passage underneath I-5 main channel (other historic events): 7 or 8 one-way transits each Fall.

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): Zero

Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): Zero

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? There is not a copy of a business plan; however, our intention is to transit under the I-5 Bridge 7 or 8 one-way transits each Fall for the next 10 years.

13. Other miscellaneous: NA

River User Data Sheet By: **Michael Jones** Date: **March 19, 2012**

1. Company Name and/or Owner of Vessel and contact information

a. Name of company: **Lindblad Expeditions, Inc.**

b. Name of contact: **Michael Jones**

c. Phone number (Office): [redacted] d. (Cell): [redacted]

e. Email: [redacted]

f. Address: **1415 Western Avenue, Suite 700**

g. City: **Seattle**

h. State: **WA** i. Zip code: **98101**

3a. Vessel Name: **National Geographic Sea Lion** 3b. Vessel Type: **Small Passenger**

3c. US Coast Guard Document Number: **648350**

4a. Length Overall (LOA), feet: **152** 4b. Beam (width), feet: **35**

5. Draft (depth of hull below waterline, fully laden), feet: **9.5**

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: **59**

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): **6 feet**

8. Frequency of one-way passage underneath I-5 main channel (typical per month):

Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep **3** Oct **1** Nov___ Dec___

9. Frequency of one-way passage underneath I-5 main channel (other historic events): **4 one-way transits each Fall.**

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): **Zero**

Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___

11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events): **Zero**

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? **There is not a copy of a business plan; however, our intention is to transit under the I-5 Bridge 4 one-way transits each Fall for the next 10 years.**

13. Other miscellaneous: **NA**

Recreational Sailboats and Powerboats

Owner: Keith Thomson

Vessel:

- Highlander II

Information was submitted through the online survey. Survey response follows.

#1

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Friday, April 23, 2021 2:54:08 PM
Last Modified: Friday, April 23, 2021 3:03:21 PM
Time Spent: 00:09:13
IP Address: 50.39.105.111

Page 1: Introduction

Q1

Company Name

KEITH THOMSON

Q2

Contact Information

Name	**KEITH THOMSON**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Highlander II

Q4

Vessel Type

Motor vessel

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

1188212

Q8

Primary Mooring Location (waterway milepoint, if known)

Portland Yacht Club moorage mile 108

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

63

Q11

Beam (width in feet)

17

Q12

Draft (feet) - depth of hull below waterline, fully laden

5

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

29

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

35

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

5

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**2**
April	**2**
May	**4**
June	**6**
July	**6**
August	**6**
September	**0**
October	**0**
November	**0**
December	**0**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**2**
July	**2**
August	**2**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

10 kts

Q19

Tug Assistance Required

No

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Respondent skipped this question

Q21

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q22

Do you have another vessel?

No

Recreational Sailboats and Powerboats

Owner: Terence L Thatcher

Vessel:

- Adavida

Information was submitted through the online survey. Survey response follows.

#2

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, May 04, 2021 9:08:59 AM
Last Modified:	Tuesday, May 04, 2021 9:20:30 AM
Time Spent:	00:11:30
IP Address:	97.120.85.125

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Terence L Thatcher**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Adavida

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

606350

Q8

Primary Mooring Location (waterway milepoint, if known)

Rose City Yacht Club, approx River Mile 105

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

38

Q11

Beam (width in feet)

12

Q12

Draft (feet) - depth of hull below waterline, fully laden

6

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

52

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

5

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

57

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**2**
April	**2**
May	**2**
June	**4**
July	**4**
August	**4**
September	**4**
October	**0**
November	**0**
December	**0**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

6 knots

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Loren Beach

Vessel:

- Fresh Air

Information was submitted through the online survey. Survey response follows.

#3

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, May 08, 2021 9:46:21 AM
Last Modified:	Saturday, May 08, 2021 9:50:47 AM
Time Spent:	00:04:26
IP Address:	73.37.0.251

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Loren Beach**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Fresh Air

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Yes,
If yes, please describe:
Air Draft is approx 56 feet

Q6

Vessel Category

Recreational

Q7

USCG Document Number

none

Q8

Primary Mooring Location (waterway milepoint, if known)

RCYC 3737 NE Marine Drive,Portland

Q9

Type and quantity of cargo, if applicable

NA

Q10

Length (total feet)

34 feet

Q11

Beam (width in feet)

11 feet

Q12

Draft (feet) - depth of hull below waterline, fully laden

6 feet

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

56 feet

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

4 feet

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

20 feet

Q16

Frequency of passage under Interstate Bridge (main channel)

May	**1 time**
June	**2 times**
July	**4 times**
August	**3 times**

Q17 **Respondent skipped this question**

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

7 kts

Q19 **No**

Tug Assistance Required

Q20 **Respondent skipped this question**

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Is there anything else you would like to add about your vessel or business plans?

no

Q22 **No**

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Sam Shogren

Vessel:

- SV FIKA

Information was submitted through the online survey. Survey response follows.

#6

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, May 14, 2021 8:48:28 AM
Last Modified:	Friday, May 14, 2021 9:18:37 AM
Time Spent:	00:30:09
IP Address:	50.39.101.12

Page 1: Introduction

Q1

Company Name

Shogren Consulting Group, LLC

Q2

Contact Information

Name	**Sam Shogren**
Email	[redacted]
Phone number	[redacted] **(please lv. message)**

Q3

Vessel Name (please complete one survey per vessel)

SV FIKA

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Yes,
If yes, please describe:
As a sailboat with aux. diesel the vessel does not back well and is limited its maneuverability between the bridges.

Q6

Vessel Category

Recreational

Q7

USCG Document Number

672015

Q8

Primary Mooring Location (waterway milepoint, if known)

Scappoose Bay Marine Park - Mile 89

Q9

Respondent skipped this question

Type and quantity of cargo, if applicable

Q10

Length (total feet)

35

Q11

Beam (width in feet)

12

Q12

Draft (feet) - depth of hull below waterline, fully laden

6

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

53

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

65

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

20

Q16

Frequency of passage under Interstate Bridge (main channel)

May	**1**
June	**1**
July	**2**
August	**2**
September	**2**
October	**1**
November	**1**
December	**2**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**I-5 bridge too low**
February	**I-5 bridge too low**
March	**I-5 bridge too low**
April	**I-5 bridge too low**
May	**I-5 bridge too low**
June	**I-5 bridge too low**
July	**I-5 bridge too low**
August	**I-5 bridge too low**
September	**I-5 bridge too low**
October	**I-5 bridge too low**
November	**I-5 bridge too low**
December	**I-5 bridge too low**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

4 knots

Q19 **No**

Tug Assistance Required

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

none

Q21 **Respondent skipped this question**

Is there anything else you would like to add about your vessel or business plans?

Q22 **No**

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Thomas Keffer

Vessel:

- Velocity

Information was submitted through the online survey. Survey response follows.

#7

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Friday, May 14, 2021 12:19:14 PM
Last Modified:	Friday, May 14, 2021 1:27:15 PM
Time Spent:	01:08:00
IP Address:	67.42.13.47

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Thomas Keffer**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Velocity

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

1093439

Q8

Primary Mooring Location (waterway milepoint, if known)

Portland Yacht Club

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

42

Q11

Beam (width in feet)

13

Q12

Draft (feet) - depth of hull below waterline, fully laden

7

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

58

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

4

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

25

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**0**
April	**1**
May	**1**
June	**1**
July	**1**
August	**1**
September	**1**
October	**0**
November	**0**
December	**0**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

6kn

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Roger Rosenquist

Vessels:

- Calypso
- Peanut

Information was submitted through the online survey. Survey response follows.

#9

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, May 15, 2021 6:06:22 AM
Last Modified: Saturday, May 15, 2021 6:23:56 AM
Time Spent: 00:17:34
IP Address: 24.22.60.175

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Roger Rosenquist**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Calypso

Q4

Vessel Type

Motor vessel

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

Respondent skipped this question

Q8

Primary Mooring Location (waterway milepoint, if known)

North Portland Harbor mile 3.6

Q9

Respondent skipped this question

Type and quantity of cargo, if applicable

Q10

Length (total feet)

26 ft

Q11

Beam (width in feet)

8

Q12

Draft (feet) - depth of hull below waterline, fully laden

2

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

8

Q14

Respondent skipped this question

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

Q15

Respondent skipped this question

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**O**
March	**1**
April	**I**
May	**1**
June	**5**
July	**4**
August	**53**
September	**2**
October	**1**
November	**0**
December	**0**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**1**
April	**2**
May	**3**
June	**6**
July	**10**
August	**10**
September	**5**
October	**1**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

30 mph

Q19

No

Tug Assistance Required

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

No change

Q21

Is there anything else you would like to add about your vessel or business plans?

No

Q22

Yes

Do you have another vessel?

Page 2: Additional Vessel (1)

Q23

Vessel Name (please complete one survey per vessel)

Peanut

Q24

Other (please specify):
RIB

Vessel Type

Q25

No

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Q26

Recreational

Vessel Category

Q27

Respondent skipped this question

USCG Document Number

Q28

Primary Mooring Location (waterway milepoint, if known)

NPH mile 3.6

Q29

Respondent skipped this question

Type and quantity of cargo, if applicable

Q30

Length (overall feet)

11

Q31

Beam (width in feet)

4

Q32

Draft (feet) - depth of hull below waterline, fully laden

1

Q33

Air Draft (feet) - height of highest fixed point above waterline, unladen

3

Q34

Respondent skipped this question

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

Q35

Respondent skipped this question

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

Q36

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**1**
August	**1**
September	**0**
October	**0**
November	**0**
December	**0**

Q37

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**4**
August	**4**
September	**0**
October	**0**
November	**0**
December	**0**

Q38

Transit speed under Interstate Bridge and Load Configuration (if applicable)

30

Q39

No

Tug Assistance Required

Q40

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q41

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q42

No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Richard Sandefur

Vessel:

- Moonshadow

Information was submitted through the online survey. Survey response follows.

#11

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, May 19, 2021 5:56:34 AM
Last Modified: Wednesday, May 19, 2021 6:11:02 AM
Time Spent: 00:14:27
IP Address: 71.237.197.94

Page 1: Introduction

Q1

Company Name

Mazamas

Q2

Contact Information

Name	**Richard Sandefur**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Moonshadow

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

579252

Q8

Primary Mooring Location (waterway milepoint, if known)

109

Q9

Respondent skipped this question

Type and quantity of cargo, if applicable

Q10

Length (total feet)

44

Q11

Beam (width in feet)

12

Q12

Draft (feet) - depth of hull below waterline, fully laden

6

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

58

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

5

Q15

Respondent skipped this question

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**4**
February	**4**
March	**4**
April	**4**
May	**4**
June	**6**
July	**8**
August	**8**
September	**6**
October	**6**
November	**4**
December	**4**

Q17

Respondent skipped this question

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

3

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22	No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Mike Jensen

Vessel:

- Motor vessel (no name provided)

Information was submitted through the online survey. Survey response follows.

#12

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, May 19, 2021 12:59:39 PM
Last Modified: Wednesday, May 19, 2021 1:01:45 PM
Time Spent: 00:02:06
IP Address: 73.240.7.38

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**mike jensen**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Respondent skipped this question

Q4

Vessel Type

Motor vessel

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

Respondent skipped this question

Q8

Primary Mooring Location (waterway milepoint, if known)

Respondent skipped this question

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

16

Q11

Beam (width in feet)

6

Q12

Draft (feet) - depth of hull below waterline, fully laden

2

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

6

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

10

Q15 **Respondent skipped this question**

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

Q16

Frequency of passage under Interstate Bridge (main channel)

June	**1**
July	**1**
August	**3**
September	**2**
October	**1**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Respondent skipped this question

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

Washington

Q19

Tug Assistance Required

No

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Respondent skipped this question

Q21

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q22

Do you have another vessel?

No

Recreational Sailboats and Powerboats

Owner: Paul Floreck

Vessel:

- Meridian

Information was submitted through the online survey. Survey response follows.

#13

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Wednesday, May 19, 2021 1:33:41 PM
Last Modified:	Wednesday, May 19, 2021 1:42:01 PM
Time Spent:	00:08:19
IP Address:	24.22.96.233

Page 1: Introduction

Q1

Company Name

N/A

Q2

Contact Information

Name	**Paul Floreck**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Meridian

Q4

Vessel Type

Cruise

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

N/A

Q8

Primary Mooring Location (waterway milepoint, if known)

Salpare Bay Marina

Q9

Type and quantity of cargo, if applicable

Humans X 6

Q10

Length (total feet)

36

Q11

Beam (width in feet)

12.5

Q12

Draft (feet) - depth of hull below waterline, fully laden

3.5

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

28

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

Respondent skipped this question

Q15

Respondent skipped this question

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**2**
March	**2**
April	**4**
May	**4**
June	**4**
July	**6**
August	**6**
September	**4**
October	**2**
November	**0**
December	**0**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**2**
August	**2**
September	**2**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

18-24

Q19

Tug Assistance Required

No

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Respondent skipped this question

Q21

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q22

Do you have another vessel?

No

Recreational Sailboats and Powerboats

Owner: Sean Kearns

Vessel:

- Our Tern

Information was submitted through the online survey. Survey response follows.

#14

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Thursday, May 20, 2021 5:28:06 AM
Last Modified:	Thursday, May 20, 2021 5:33:25 AM
Time Spent:	00:05:18
IP Address:	209.180.174.92

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Sean Kearns**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Our Tern

Q4

Vessel Type

Motor vessel

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

966601

Q8

Primary Mooring Location (waterway milepoint, if known)

Tidewater cove marina

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

42’

Q11

Beam (width in feet)

16’

Q12

Draft (feet) - depth of hull below waterline, fully laden

5’

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

25’

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

5’

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

30’

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**2**
February	**2**
March	**4**
April	**4**
May	**4**
June	**4**
July	**6**
August	**6**
September	**4**
October	**2**
November	**2**
December	**2**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**1**
July	**1**
August	**1**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

8 knots

Q19

Tug Assistance Required

No

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Respondent skipped this question

Q21

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q22

Do you have another vessel?

No

Recreational Sailboats and Powerboats

Owner: Elizabeth Harris

Vessel:

- Wilderness kayak

Information was submitted through the online survey. Survey response follows.

#16

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Tuesday, May 25, 2021 10:15:22 PM
Last Modified: Tuesday, May 25, 2021 10:21:36 PM
Time Spent: 00:06:14
IP Address: 71.193.157.237

Page 1: Introduction

Q1

Company Name

None

Q2

Contact Information

Name	**Elizabeth harris**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Wilderness kayak

Q4

Vessel Type

Other (please specify):
Kayak

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Yes,
If yes, please describe:
Paddle only

Q6

Vessel Category

Recreational

Q7

USCG Document Number

None

Q8

Primary Mooring Location (waterway milepoint, if known)

Portable, launch anywhere with access

Q9

Type and quantity of cargo, if applicable

One human

Q10

Length (total feet)

14’

Q11

Beam (width in feet)

3’

Q12

Draft (feet) - depth of hull below waterline, fully laden

6”

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

5’

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

Unknown

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

None

Q16

Frequency of passage under Interstate Bridge (main channel)

May	**3**
June	**5**
July	**10**
August	**10**
September	**10**
October	**8**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

April	**4**
May	**7**
June	**12**
July	**15**
August	**16**
September	**18**
October	**6**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

2 knots

Q19 **No**

Tug Assistance Required

Q20 **Respondent skipped this question**

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q22

Do you have another vessel?

No

Recreational Sailboats and Powerboats

Owner: Greg Kelly

Vessel:

- Cranberry li

Information was submitted through the online survey. Survey response follows.

#17

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, May 27, 2021 6:17:28 AM
Last Modified: Thursday, May 27, 2021 6:24:47 AM
Time Spent: 00:07:18
IP Address: 24.20.22.136

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Greg Kelly**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Cranberry Ii

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

1245285

Q8

Primary Mooring Location (waterway milepoint, if known)

Portland yacht club

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

34

Q11

Beam (width in feet)

12

Q12

Draft (feet) - depth of hull below waterline, fully laden

5

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

55

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

5

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

25

Q16

Frequency of passage under Interstate Bridge (main channel)

May	**4**
June	**8**
July	**8**
August	**6**
September	**6**
October	**4**
November	**2**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Respondent skipped this question

Transit speed under Interstate Bridge and Load Configuration (if applicable)

Q19

No

Tug Assistance Required

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Respondent skipped this question

Q21

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q22

Do you have another vessel?

No

Recreational Sailboats and Powerboats

Owner: Rick Zimmer

Vessels:

- SV Hector J
- RatPick

Information was submitted through the online survey. Survey response follows.

#18

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, May 29, 2021 6:44:14 AM
Last Modified: Saturday, May 29, 2021 6:50:31 AM
Time Spent: 00:06:16
IP Address: 71.238.68.165

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Rick Zimmer**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

SV Hector J

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

Respondent skipped this question

Q8

Primary Mooring Location (waterway milepoint, if known)

Hayden Bay

Q9

Respondent skipped this question

Type and quantity of cargo, if applicable

Q10

Length (total feet)

35'

Q11

Beam (width in feet)

9

Q12

Draft (feet) - depth of hull below waterline, fully laden

6.5

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

50'

Q14

Respondent skipped this question

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

Q15

Respondent skipped this question

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

Q16

Frequency of passage under Interstate Bridge (main channel)

March	**1**
May	**1**
June	**5**
July	**5**
August	**5**
September	**2**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Respondent skipped this question

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

Respondent skipped this question

Q19

Tug Assistance Required

No

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Respondent skipped this question

Q21

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q22

Do you have another vessel?

Yes

Page 2: Additional Vessel (1)

Q23

Vessel Name (please complete one survey per vessel)

RatPick

Q24

Vessel Type

Motor vessel

Q25

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q26

Vessel Category

Recreational

Q27

USCG Document Number

Respondent skipped this question

Q28

Primary Mooring Location (waterway milepoint, if known)

Hayden Bay

Q29

Type and quantity of cargo, if applicable

Respondent skipped this question

Q30

Length (overall feet)

14

Q31

Beam (width in feet)

5

Q32

Draft (feet) - depth of hull below waterline, fully laden

2

Q33

Air Draft (feet) - height of highest fixed point above waterline, unladen

Respondent skipped this question

Q34

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

Respondent skipped this question

Q35

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

Respondent skipped this question

Q36

Frequency of passage under Interstate Bridge (main channel)

May	**3**
June	**6**
July	**6**
August	**6**
September	**2**

Q37

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Respondent skipped this question

Q38

Transit speed under Interstate Bridge and Load Configuration (if applicable)

Respondent skipped this question

Q39

Tug Assistance Required

No

Q40

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Respondent skipped this question

Q41

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q42

Do you have another vessel?

No

Recreational Sailboats and Powerboats

Owner: Jim Sinclair

Vessel:

- Encore

Information was submitted through the online survey. Survey response follows.

#19

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Tuesday, June 01, 2021 2:36:23 PM
Last Modified:	Tuesday, June 01, 2021 2:49:28 PM
Time Spent:	00:13:04
IP Address:	67.171.148.210

Page 1: Introduction

Q1

Company Name

NA

Q2

Contact Information

Name	**Jim Sinclair**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Encore

Q4

Vessel Type

Motor vessel

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

NA

Q8

Primary Mooring Location (waterway milepoint, if known)

Portland Yacht Club

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

32'

Q11

Beam (width in feet)

11'6"

Q12

Draft (feet) - depth of hull below waterline, fully laden

3'9"

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

21'

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

4'

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

25'

Q16

Frequency of passage under Interstate Bridge (main channel)

March	**1**
April	**2**
May	**2**
June	**2**
July	**3**
August	**3**
September	**2**
October	**1**
November	**1**
December	**1**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

March	**1**
May	**1**
September	**1**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

6-9 knots

Q19 **No**

Tug Assistance Required

Q20 **Respondent skipped this question**

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Is there anything else you would like to add about your vessel or business plans?

Respondent skipped this question

Q22

Do you have another vessel?

No

Recreational Sailboats and Powerboats

Owner: Sewall Dana

Vessel:

- Rascal

Information was submitted through the online survey. Survey response follows.

#20

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, June 05, 2021 11:11:58 PM
Last Modified: Saturday, June 05, 2021 11:19:40 PM
Time Spent: 00:07:42
IP Address: 73.11.110.217

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Sewall Dana**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Rascal

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Respondent skipped this question

Q6

Vessel Category

Recreational

Q7

USCG Document Number

Respondent skipped this question

Q8

Primary Mooring Location (waterway milepoint, if known)

Heyden Bay marina

Q9

Type and quantity of cargo, if applicable

People

Q10

Length (total feet)

30

Q11

Beam (width in feet)

9'4"

Q12

Draft (feet) - depth of hull below waterline, fully laden

4'3"

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

43'

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

10 feet

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

50 feet

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**1**
April	**2**
May	**2**
June	**5**
July	**5**
August	**8**
September	**8**
October	**3**
November	**1**
December	**1**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

4 mph

Q19 **No**

Tug Assistance Required

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to
[redacted]

[redacted]

Q21 **Respondent skipped this question**

Is there anything else you would like to add about your vessel or business plans?

Q22 **No**

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Fred Hazzard

Vessel:

- No name provided

Information was submitted through the online survey. Survey response follows.

#21

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, June 06, 2021 7:54:38 AM
Last Modified: Sunday, June 06, 2021 8:11:42 AM
Time Spent: 00:17:03
IP Address: 73.240.29.113

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Fred Hazzard**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Respondent skipped this question

Q4

Vessel Type

Other (please specify):
Fury

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

Respondent skipped this question

Q8

Primary Mooring Location (waterway milepoint, if known)

Portland Yacht Club

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

44

Q11

Beam (width in feet)

13.5

Q12

Draft (feet) - depth of hull below waterline, fully laden

8’6”

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

65’

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

67’

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

30’

Q16

Frequency of passage under Interstate Bridge (main channel)

April	**2**
May	**2**
June	**2**
July	**2**
August	**2**
September	**2**

Q17

Respondent skipped this question

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

Or

Q19

Respondent skipped this question

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Gary Brown

Vessel:

- Get Set Go

Information was submitted through the online survey. Survey response follows.

#22

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, June 06, 2021 8:24:49 AM
Last Modified:	Sunday, June 06, 2021 8:32:08 AM
Time Spent:	00:07:18
IP Address:	73.96.2.190

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Gary Brown**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Get Set Go

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

1232093

Q8

Primary Mooring Location (waterway milepoint, if known)

Rose City Yacht Club, mile 109.1

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

36

Q11

Beam (width in feet)

12

Q12

Draft (feet) - depth of hull below waterline, fully laden

7.5

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

60

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

66

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

50

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**2**
April	**2**
May	**4**
June	**4**
July	**4**
August	**4**
September	**4**
October	**2**
November	**0**
December	**0**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

5

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: No name provided

Vessel:

- Motor vessel (no name provided)

Information was submitted through the online survey. Survey response follows.

#23

INCOMPLETE

Collector: Web Link 1 (Web Link)
Started: Thursday, June 10, 2021 3:42:06 PM
Last Modified: Thursday, June 10, 2021 3:45:21 PM
Time Spent: 00:03:14
IP Address: 174.204.203.208

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Respondent skipped this question

Q3

Vessel Name (please complete one survey per vessel)

Respondent skipped this question

Q4

Vessel Type

Motor vessel

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

Respondent skipped this question

Q8

Primary Mooring Location (waterway milepoint, if known)

Washougal

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

25

Q11 **Respondent skipped this question**

Beam (width in feet)

Q12 **Respondent skipped this question**

Draft (feet) - depth of hull below waterline, fully laden

Q13 **Respondent skipped this question**

Air Draft (feet) - height of highest fixed point above waterline, unladen

Q14 **Respondent skipped this question**

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

Q15 **Respondent skipped this question**

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

Q16 **Respondent skipped this question**

Frequency of passage under Interstate Bridge (main channel)

Q17 **Respondent skipped this question**

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Q18 **Respondent skipped this question**

Transit speed under Interstate Bridge and Load Configuration (if applicable)

Q19

Respondent skipped this question

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

Respondent skipped this question

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Alan Boguslawski

Vessel:

- Summer Wind

Information was submitted through the online survey. Survey response follows.

#24

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, June 13, 2021 11:29:19 AM
Last Modified: Sunday, June 13, 2021 11:38:38 AM
Time Spent: 00:09:18
IP Address: 73.25.82.142

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**ALAN BOGUSLAWSKI**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Summer Wind

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

576416

Q8

Primary Mooring Location (waterway milepoint, if known)

River mile 110

Q9

Type and quantity of cargo, if applicable

NA

Q10

Length (total feet)

43

Q11

Beam (width in feet)

11

Q12

Draft (feet) - depth of hull below waterline, fully laden

6.5

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

63

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

2

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

20

Q16

Frequency of passage under Interstate Bridge (main channel)

April	**1**
May	**3**
June	**6**
July	**7**
August	**8**
September	**7**
October	**1**

Q17

Respondent skipped this question

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

WA

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Richard Samuels

Vessel:

- Sailboat (No name provided)

Information was submitted through the online survey. Survey response follows.

#25

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, June 26, 2021 7:38:39 AM
Last Modified:	Saturday, June 26, 2021 7:43:28 AM
Time Spent:	00:04:48
IP Address:	76.115.3.152

Page 1: Introduction

Q1

Company Name

Richard Samuels

Q2

Contact Information

Name	**Richard Samuels**
Email	[redacted]
Phone number	[redacted]

Q3 — **Respondent skipped this question**

Vessel Name (please complete one survey per vessel)

Q4 — **Sailboat**

Vessel Type

Q5 — **No**

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Q6 — **Recreational**

Vessel Category

Q7

USCG Document Number

655273

Q8

Primary Mooring Location (waterway milepoint, if known)

109.8

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

33

Q11

Beam (width in feet)

11

Q12

Draft (feet) - depth of hull below waterline, fully laden

6' 3"

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

50'

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

5'

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

10'

Q16

Frequency of passage under Interstate Bridge (main channel)

March	**2**
May	**2**
July	**2**
September	**2**

Q17

Respondent skipped this question

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

6 knots

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Gary Whitney

Vessel:

- KA-SL

Information was submitted through the online survey. Survey response follows.

#26

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, June 26, 2021 8:48:10 AM
Last Modified: Saturday, June 26, 2021 8:57:28 AM
Time Spent: 00:09:17
IP Address: 97.120.125.121

Page 1: Introduction

Q1

Company Name

Gary Whitney

Q2

Contact Information

Name	**gary whitney**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

KA-SL

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

Respondent skipped this question

Q8

Primary Mooring Location (waterway milepoint, if known)

Rose City Yacht Club

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

28

Q11

Beam (width in feet)

11

Q12

Draft (feet) - depth of hull below waterline, fully laden

6

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

42

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

10

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

10

Q16

Frequency of passage under Interstate Bridge (main channel)

June	**2**
July	**2**
August	**2**

Q17

Respondent skipped this question

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

3 kn

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Jerry E Barnes

Vessel:

- Desperado

Information was submitted through the online survey. Survey response follows.

#27

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, June 26, 2021 10:37:17 AM
Last Modified:	Saturday, June 26, 2021 10:43:20 AM
Time Spent:	00:06:02
IP Address:	67.42.158.118

Page 1: Introduction

Q1

Company Name

Jerry Barnes

Q2

Contact Information

Name	**Jerry E Barnes**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Desperado

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

647241

Q8

Primary Mooring Location (waterway milepoint, if known)

Tomahawk Bay , buoy 2 just above I5

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

37

Q11

Beam (width in feet)

12

Q12

Draft (feet) - depth of hull below waterline, fully laden

7

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

56

Q14 **Respondent skipped this question**

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

65

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**2**
February	**2**
March	**4**
April	**4**
May	**4**
June	**4**
July	**4**
August	**4**
September	**6**
October	**4**
November	**2**
December	**2**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

5 knots

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: James B Shaw

Vessel:

- JOSS

Information was submitted through the online survey. Survey response follows.

#28

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, June 26, 2021 11:41:42 AM
Last Modified:	Saturday, June 26, 2021 11:51:08 AM
Time Spent:	00:09:25
IP Address:	70.57.122.249

Page 1: Introduction

Q1

Company Name

Portland Yacht Club

Q2

Contact Information

Name	**James B Shaw**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

JOSS

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

N/A

Q8

Primary Mooring Location (waterway milepoint, if known)

PYC

Q9

Respondent skipped this question

Type and quantity of cargo, if applicable

Q10

Length (total feet)

25

Q11

Beam (width in feet)

6

Q12

Draft (feet) - depth of hull below waterline, fully laden

4

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

36

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

40

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

8

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**1**
February	**1**
March	**1**
April	**1**
May	**3**
June	**3**
July	**4**
August	**4**
September	**3**
October	**3**
November	**1**
December	**1**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

4knts

Q19

No

Tug Assistance Required

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

N/A

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

Respondent skipped this question

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Kenneth Stephens

Vessel:

- SV Aventura

Information was submitted through the online survey. Survey response follows.

#29

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Saturday, June 26, 2021 9:29:42 AM
Last Modified:	Saturday, June 26, 2021 12:56:25 PM
Time Spent:	03:26:42
IP Address:	97.120.139.229

Page 1: Introduction

Q1

Company Name

Recreational Sailor

Q2

Contact Information

Name	**Kenneth Stephens**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

SV Aventura

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

Oregon OR 810 ABP

Q8

Primary Mooring Location (waterway milepoint, if known)

Rose City Yacht Club

Q9

Type and quantity of cargo, if applicable

N/A

Q10

Length (total feet)

28.8'

Q11

Beam (width in feet)

11

Q12

Draft (feet) - depth of hull below waterline, fully laden

4.5'

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

45'

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

5'

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

10

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**2**
April	**0**
May	**0**
June	**2**
July	**4**
August	**4**
September	**2**
October	**0**
November	**0**
December	**0**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

5 knots

Q19 **No**

Tug Assistance Required

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

N/A

Q21

Is there anything else you would like to add about your vessel or business plans?

No

Q22 **No**

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Alan (no last name provided)

Vessel:

- Buena Veda

Information was submitted through the online survey. Survey response follows.

#30

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, June 26, 2021 10:09:48 PM
Last Modified: Saturday, June 26, 2021 10:17:04 PM
Time Spent: 00:07:15
IP Address: 24.21.193.6

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Alan**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Buena Veda

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Yes,
If yes, please describe:
Keel depth of 6+ ft

Q6

Vessel Category

Recreational

Q7

USCG Document Number

Respondent skipped this question

Q8

Primary Mooring Location (waterway milepoint, if known)

Hayden Bay

Q9

Respondent skipped this question

Type and quantity of cargo, if applicable

Q10

Length (total feet)

41

Q11

Beam (width in feet)

10.5

Q12

Draft (feet) - depth of hull below waterline, fully laden

6.5

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

63 ft

Q14

Respondent skipped this question

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

Q15

Respondent skipped this question

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

Q16

Frequency of passage under Interstate Bridge (main channel)

April	**1**
May	**1**
June	**2**
July	**2**
August	**3**
September	**1**
October	**1**

Q17

Respondent skipped this question

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

4-5.5 knotsu

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Janet McCormick

Vessel:

- SV Wildheart

Information was submitted through the online survey. Survey response follows.

#31

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, June 27, 2021 8:07:47 AM
Last Modified: Sunday, June 27, 2021 8:16:07 AM
Time Spent: 00:08:19
IP Address: 24.20.93.168

Page 1: Introduction

Q1

Company Name

CRSA

Q2

Contact Information

Name	**Janet McCormick**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

SV Wildheart

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Yes

Q6

Vessel Category

Recreational

Q7

USCG Document Number

Respondent skipped this question

Q8

Primary Mooring Location (waterway milepoint, if known)

Tomahawk Bay Marina

Q9

Type and quantity of cargo, if applicable

NA

Q10

Length (total feet)

30

Q11

Beam (width in feet)

11

Q12

Draft (feet) - depth of hull below waterline, fully laden

5

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

55

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

10

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

10

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**0**
April	**0**
May	**2**
June	**2**
July	**2**
August	**2**
September	**2**
October	**2**
November	**0**
December	**0**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

WA

Q19 **No**

Tug Assistance Required

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

NA

Q21 **Respondent skipped this question**

Is there anything else you would like to add about your vessel or business plans?

Q22 **No**

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Gilbert Colistro

Vessel:

- BOAT

Information was submitted through the online survey. Survey response follows.

#32

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Saturday, June 26, 2021 5:01:25 PM
Last Modified: Sunday, June 27, 2021 11:02:53 AM
Time Spent: 18:01:28
IP Address: 67.189.10.11

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Gilbert Colistro**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

BOAT

Q4

Vessel Type

Cruise

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

688264

Q8

Primary Mooring Location (waterway milepoint, if known)

Scappoose OR Multnomah Channel

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

49'

Q11

Beam (width in feet)

14'

Q12

Draft (feet) - depth of hull below waterline, fully laden

5'

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

15'

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

5'

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

1'

Q16

Frequency of passage under Interstate Bridge (main channel)

May	**2**
June	**2**
July	**2**
August	**2**
September	**2**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**2**
June	**2**
July	**2**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

Washington

Q19 **No**

Tug Assistance Required

Q20 **Respondent skipped this question**

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21 **Respondent skipped this question**

Is there anything else you would like to add about your vessel or business plans?

Q22 **No**

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Julie Schumann

Vessel:

- Blue Heron

Information was submitted through the online survey. Survey response follows.

#33

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, June 27, 2021 11:49:01 AM
Last Modified: Sunday, June 27, 2021 11:51:53 AM
Time Spent: 00:02:52
IP Address: 24.20.45.229

Page 1: Introduction

Q1

Company Name

Julie Schumann, private resident

Q2

Contact Information

Name	**Julie A Schumann**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Blue Heron

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

Respondent skipped this question

Q8 **Respondent skipped this question**

Primary Mooring Location (waterway milepoint, if known)

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

30'

Q11

Beam (width in feet)

11'

Q12

Draft (feet) - depth of hull below waterline, fully laden

5.5'

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

58

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

65

Q15 **Respondent skipped this question**

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**2**
February	**2**
March	**2**
April	**2**
May	**2**
June	**6**
July	**6**
August	**6**
September	**6**
October	**2**
November	**2**
December	**2**

Q17

Respondent skipped this question

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

OR

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22	No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Roger Jorgensen

Vessel:

- Make It So

Information was submitted through the online survey. Survey response follows. Information included in the CRC NIR is also included below.

#34

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, June 27, 2021 4:58:12 PM
Last Modified: Sunday, June 27, 2021 5:13:51 PM
Time Spent: 00:15:39
IP Address: 98.246.88.71

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**ROGER JORGENSEN**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Make It So

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

672216

Q8

Primary Mooring Location (waterway milepoint, if known)

Salpare Bay Marina

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

65

Q11

Beam (width in feet)

18

Q12

Draft (feet) - depth of hull below waterline, fully laden

7

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

87

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

10

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

10

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**1**
April	**1**
May	**1**
June	**2**
July	**2**
August	**2**
September	**1**
October	**0**
November	**0**
December	**0**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

Washington 6 KTS

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Is there anything else you would like to add about your vessel or business plans?

no

Q22

No

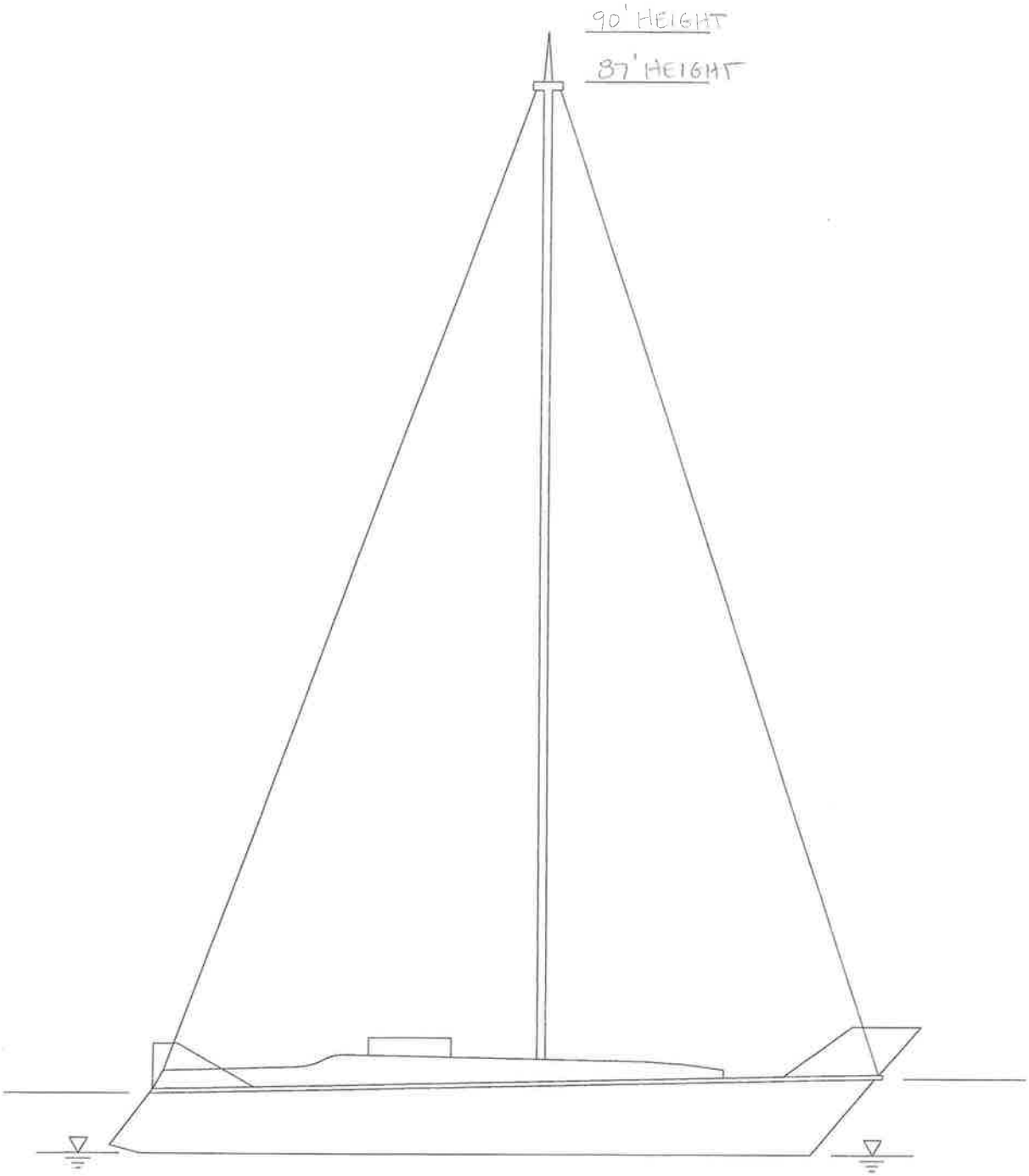
Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Unknown

Vessel: Make It So





MAKE IT SO
NAME

SALMON BAY MARINA
LOCATION

6-28-2012
DATE

Recreational Sailboats and Powerboats

Owner: Pam Corey

Vessel:

- ExTerra

Information was submitted through the online survey. Survey response follows.

#35

COMPLETE

Collector:	Web Link 1 (Web Link)
Started:	Sunday, June 27, 2021 7:28:32 PM
Last Modified:	Sunday, June 27, 2021 8:16:46 PM
Time Spent:	00:48:13
IP Address:	76.115.3.152

Page 1: Introduction

Q1

Company Name

n/a

Q2

Contact Information

Name	**Pam Corey**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

ExTerra

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

679948

Q8

Primary Mooring Location (waterway milepoint, if known)

Rose City Yacht Club roughly rm 107

Q9

Type and quantity of cargo, if applicable

n/a

Q10 **Respondent skipped this question**

Length (total feet)

Q11

Beam (width in feet)

38

Q12

Draft (feet) - depth of hull below waterline, fully laden

5

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

56

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

5

Q15 **Respondent skipped this question**

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

Q16

Frequency of passage under Interstate Bridge (main channel)

July	**2**
August	**2**

Q17 **Respondent skipped this question**

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

5-6 NM

Q19 **No**

Tug Assistance Required

Q20 **Respondent skipped this question**

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Is there anything else you would like to add about your vessel or business plans?

while recreational use is secondary to commercial traffic it is of importance to the Portland/Vancouver metropolitan area

Q22 **No**

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Liv D Ormond

Vessel:

- Mischief

Information was submitted through the online survey. Survey response follows.

#36

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, June 27, 2021 8:29:53 PM
Last Modified: Sunday, June 27, 2021 8:37:51 PM
Time Spent: 00:07:58
IP Address: 107.77.211.165

Page 1: Introduction

Q1

Company Name

Private member of Rose City Yacht Club

Q2

Contact Information

Name	**Liv D Ormond**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Mischief

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

No

Q6

Vessel Category

Recreational

Q7

USCG Document Number

1048408

Q8

Primary Mooring Location (waterway milepoint, if known)

Rose city yacht club

Q9

Type and quantity of cargo, if applicable

NA

Q10

Length (total feet)

37.6

Q11

Beam (width in feet)

12.6

Q12

Draft (feet) - depth of hull below waterline, fully laden

5.5

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

64

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

5

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

20

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**1**
February	**0**
March	**0**
April	**1**
May	**2**
June	**1**
July	**0**
August	**2**
September	**1**
October	**1**
November	**0**
December	**0**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

NA

Q19 **No**

Tug Assistance Required

Q20

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

NA

Q21

Is there anything else you would like to add about your vessel or business plans?

Yes please provide 70ft of clearance year round so we don’t need to request an opening in May or earlier

Q22 **No**

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Kevin Flanigan/Schooner Creek Boat Works

Vessel:

- Rage

Information was submitted through the online survey. Survey response follows.

#39

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Monday, July 12, 2021 2:05:18 PM
Last Modified: Monday, July 12, 2021 2:12:14 PM
Time Spent: 00:06:56
IP Address: 96.85.131.1

Page 1: Introduction

Q1

Company Name

schooner creek boat works

Q2

Contact Information

Name	**Kevin Flanigan**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Rage

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Yes,
If yes, please describe:
10' drart

Q6

Vessel Category

Recreational

Q7

USCG Document Number

Respondent skipped this question

Q8

Primary Mooring Location (waterway milepoint, if known)

105

Q9

Type and quantity of cargo, if applicable

people

Q10

Length (total feet)

70

Q11

Beam (width in feet)

13

Q12

Draft (feet) - depth of hull below waterline, fully laden

10

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

90

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

10

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

100

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**1**
February	**1**
March	**5**
April	**7**
May	**10**
June	**10**
July	**10**
August	**7**
September	**5**
October	**1**
November	**1**
December	**1**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

OR

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Steve Tidwell

Vessel:

- Easygoing

Information was submitted through the online survey. Survey response follows.

#41

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Sunday, September 19, 2021 5:25:21 PM
Last Modified: Sunday, September 19, 2021 5:42:18 PM
Time Spent: 00:16:56
IP Address: 216.87.232.218

Page 1: Introduction

Q1

Company Name

Respondent skipped this question

Q2

Contact Information

Name	**Steve Tidwell**
Email	[redacted]
Phone number	[redacted]

Q3

Vessel Name (please complete one survey per vessel)

Easygoing

Q4

Vessel Type

Sailboat

Q5

Specialized Vessel (e.g. limited maneuverability due to design or mode of operation. If yes, please describe)

Respondent skipped this question

Q6

Vessel Category

Recreational

Q7

USCG Document Number

1240772

Q8

Primary Mooring Location (waterway milepoint, if known)

107

Q9 **Respondent skipped this question**

Type and quantity of cargo, if applicable

Q10

Length (total feet)

48.75

Q11

Beam (width in feet)

14.33

Q12

Draft (feet) - depth of hull below waterline, fully laden

5

Q13

Air Draft (feet) - height of highest fixed point above waterline, unladen

66

Q14

Air Gap (feet) - desired clearance from highest fixed point to lowest part of bridge

68

Q15

Safety Margin (feet) - horizontal clearance required by vessel to navigate through the bridge

35

Q16

Frequency of passage under Interstate Bridge (main channel)

January	**0**
February	**0**
March	**0**
April	**2**
May	**2**
June	**4**
July	**4**
August	**6**
September	**4**
October	**2**
November	**0**
December	**0**

Q17

Frequency of passage under the North Portland Harbor Bridge (Oregon Slough)

January	**0**
February	**0**
March	**0**
April	**0**
May	**0**
June	**0**
July	**0**
August	**0**
September	**0**
October	**0**
November	**0**
December	**0**

Q18

Transit speed under Interstate Bridge and Load Configuration (if applicable)

n/a

Q19

No

Tug Assistance Required

Q20

Respondent skipped this question

Please identify any future vessel, cargo, and/or business plans that might require different vessels to transit under the bridge. If plans are available online, please provide a link to the online source or email the plans to [redacted]

Q21

Respondent skipped this question

Is there anything else you would like to add about your vessel or business plans?

Q22

No

Do you have another vessel?

Recreational Sailboats and Powerboats

Owner: Legendary Yachts

Vessel:

- Radiance

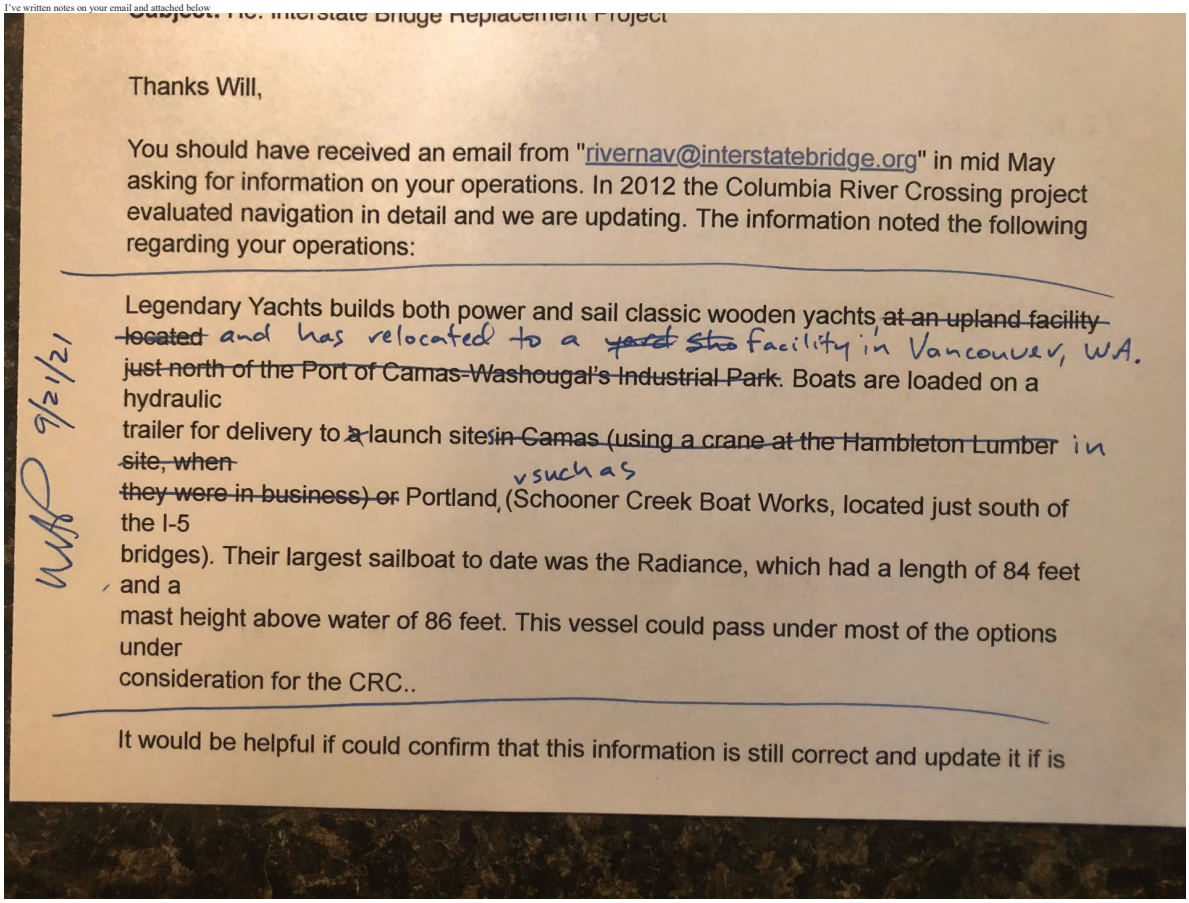
Confirmation was submitted via email to the IBR Program. Vessel characteristics were provided in the CRC NIR. Email confirmation and CRC NIR information are included below.

From: Will Pollard
To: Brian Carrico
Cc: Nicole McDermott
Subject: Re: Interstate Bridge Replacement Project
Date: Tuesday, September 21, 2021 11:22:24 AM

Hi Brian,

My apologies.

I've written notes on your email and attached below



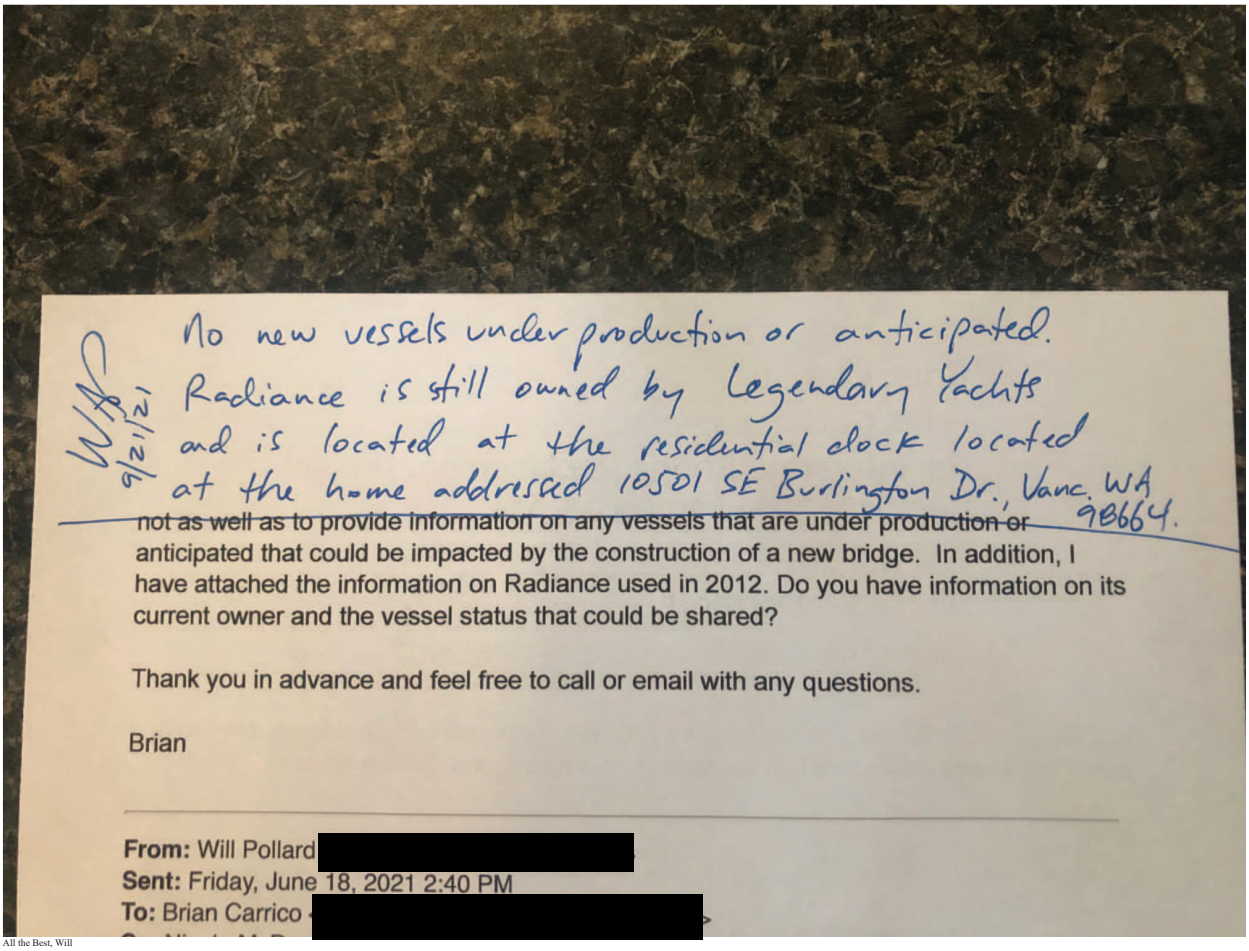
Thanks Will,

You should have received an email from "rivernav@interstatebridge.org" in mid May asking for information on your operations. In 2012 the Columbia River Crossing project evaluated navigation in detail and we are updating. The information noted the following regarding your operations:

Legendary Yachts builds both power and sail classic wooden yachts ~~at an upland facility located~~ and has relocated to a ~~yard~~ ~~sto~~ facility in Vancouver, WA. ~~just north of the Port of Camas-Washougal's Industrial Park~~. Boats are loaded on a hydraulic trailer for delivery to ~~a~~ launch site ~~in Camas (using a crane at the Hambleton Lumber site, when they were in business) or~~ Portland, such as (Schooner Creek Boat Works, located just south of the I-5 bridges). Their largest sailboat to date was the Radiance, which had a length of 84 feet and a mast height above water of 86 feet. This vessel could pass under most of the options under consideration for the CRC..

9/21/21 WP

It would be helpful if could confirm that this information is still correct and update it if is



No new vessels under production or anticipated.
Radiance is still owned by Legendary Yachts
and is located at the residential dock located
at the home addressed 10501 SE Burlington Dr., Vanc. WA 98664.

WP 9/21/21

not as well as to provide information on any vessels that are under production or anticipated that could be impacted by the construction of a new bridge. In addition, I have attached the information on Radiance used in 2012. Do you have information on its current owner and the vessel status that could be shared?

Thank you in advance and feel free to call or email with any questions.

Brian

From: Will Pollard [redacted]
Sent: Friday, June 18, 2021 2:40 PM
To: Brian Carrico [redacted]

All the Best, Will

Sent from my Legendary iPhone

On Sep 21, 2021, at 10:03 AM, Brian Carrico [redacted] wrote:

Hi Will, I did not receive a response from you. We are preparing to publish our report and would like to include information relevant to your operations. Please advise.

Brian

From: Brian Carrico [redacted]
Sent: Wednesday, June 23, 2021 1:38 PM
To: Will Pollard [redacted]
Cc: Nicole McDermott [redacted]
Subject: Re: Interstate Bridge Replacement Project

Thanks Will,

You should have received an email from [redacted] in mid May asking for information on your operations. In 2012 the Columbia River Crossing project evaluated navigation in detail and we are updating. The information noted the following regarding your operations:

Legendary Yachts builds both power and sail classic wooden yachts at an upland facility located just north of the Port of Camas-Washougal's Industrial Park. Boats are loaded on a hydraulic trailer for delivery to a launch site in Camas (using a crane at the Hambleton Lumber site, when they were in business) or Portland (Schooner Creek Boat Works, located just south of the I-5 bridges). Their largest sailboat to date was the Radiance, which had a length of 84 feet and a mast height above water of 86 feet. This vessel could pass under most of the options under consideration for the CRC..

It would be helpful if could confirm that this information is still correct and update it if is not as well as to provide information on any vessels that are under production or anticipated that could be impacted by the construction of a new bridge. In addition, I have attached the information on Radiance used in 2012. Do you have information on its current owner and the vessel status that could be shared?

Thank you in advance and feel free to call or email with any questions.

Brian

From: Will Pollard [redacted]
Sent: Friday, June 18, 2021 2:40 PM
To: Brian Carrico [redacted]
Cc: Nicole McDermott [redacted]
Subject: Re: Interstate Bridge Replacement Project

Hi Brian,

I am the correct contact.

All the Best, Will

Sent from my Legendary iPhone

On Jun 18, 2021, at 2:00 PM, Brian Carrico [redacted] wrote:

I am part of the team working on the Interstate Bridge Program for ODOT and WSDOT, and we are updating information developed for the prior Columbia River Crossing project in 2012.

I am seeking information regarding the operatingstatus of Legendary Yachts and their current operations as part of the programs efforts to assess the impact of the proposed bridges on Columbia River navigation. If you could let me know if you are the correct individual with this information, it would be appreciated.

You can find out more about the program on the project website https://www.interstatebridge.org/ or by reaching out directly to me.

Regards,
Brian

I-5 Bridge Replacement Program

Recreational Sailboats and Powerboats

Owner: Legendary Yachts

Vessel: Radiance



River User Data Sheet By: Pat Scott Date: 3/28/2012

1. Company Name and/or Owner of Vessel and contact information
   a. Name of company: Legendary Yachts, Inc.
   b. Name of contact: Pat Scott
   c. Phone number (Office): [redacted] d. (Cell): [redacted]
   e. Email: [redacted]
   f. Address: 2902 Addy St./ P.O. Box 720
   g. City: Washougal
   h. State: WA i. Zip code: 98671

3a. Vessel Name: RADIANCE 3b. Vessel Type: SAIL

3c. US Coast Guard Document Number: 1025262

4a. Length Overall (LOA), feet: 84' 4b. Beam (width), feet: 16'

5. Draft (depth of hull below waterline, fully laden), feet: 7'9"

6. Air Draft (Height of the highest fixed point of the vessel above the waterline, unladen), feet: 86

7. Air gap for vessel (desired clearance from the highest fixed point on the vessel to lowest part of bridge): 3'

8. Frequency of one-way passage underneath I-5 main channel (typical per month): .6

   Jan ___ Feb ___ Mar___ Apr___ May___ Jun_н_ Jul_н_Aug_н_Sep_н_Oct___Nov___Dec___

9. Frequency of one-way passage underneath I-5 main channel (other historic events): 2

10. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (typical per month): b2yŜ

    Jan ___ Feb ___ Mar___ Apr___ May___ Jun___ Jul___Aug___Sep___Oct___Nov___Dec___

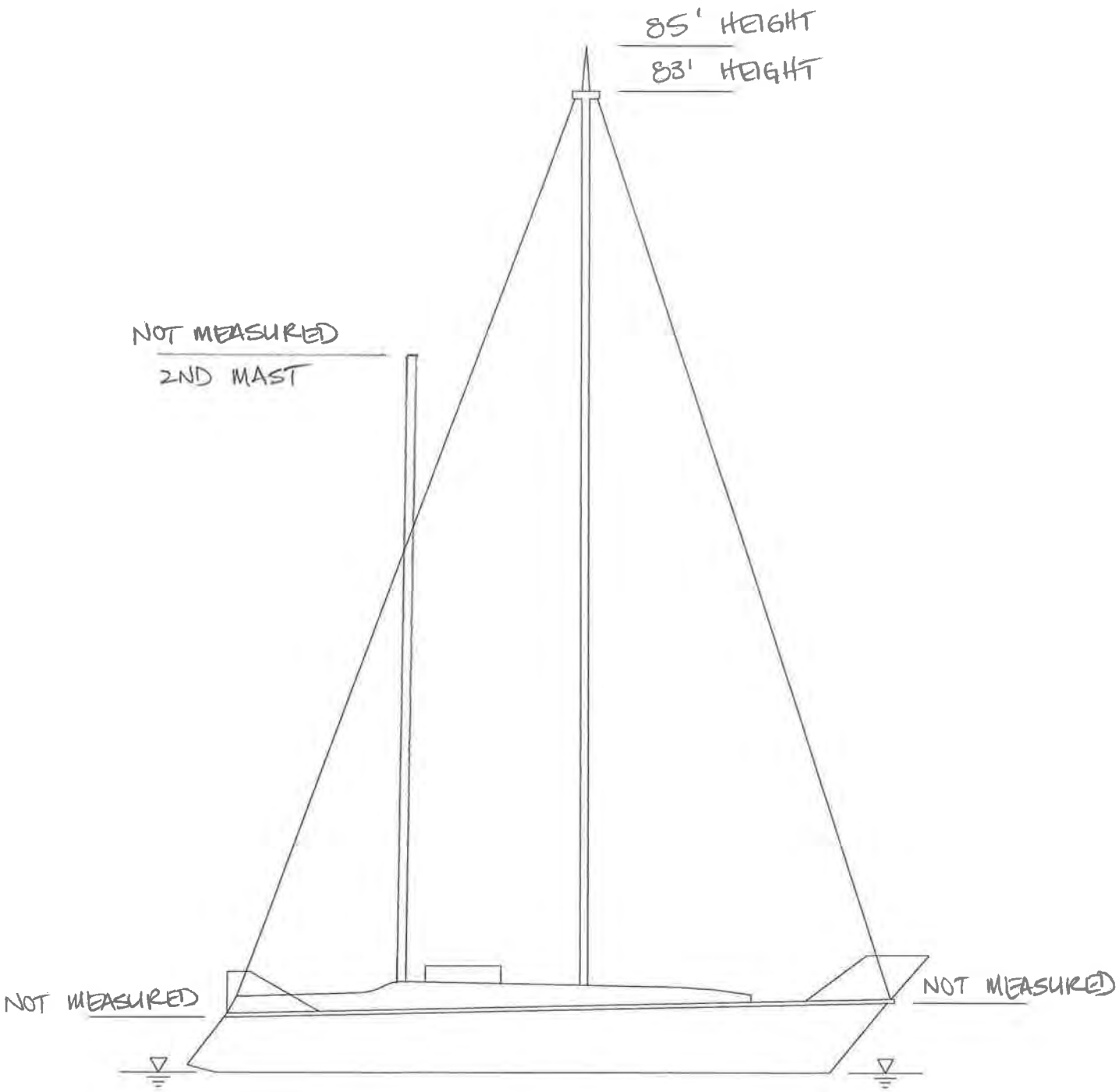
11. Frequency of one-way passage through North Portland Harbor (Oregon Slough) (other historic events) 0

12. Do you have a Business Plan (e.g. 10 or 20 year plan)? What does it say regarding vessels transiting under the I-5 Bridge or into North Portland Harbor (Oregon Slough)? May we have a copy? I l·ØŜ y⁄2yŜ¢ bκ!

13. Other miscellaneous¢

¢Kλă ØŜăăŜf 2y˝ůKλă ₮2ℕY˝ KI·ă ůKŜ fI·ℕƎŜăů I·λℕ ŘℕI·₮ů ů2 ŘI·úŜ øλůK I· K2YŜ LJ2ℕů 2₮ ±I·yŎ2dzØŜℕΣ ² !¢

w2dzűλyŜfè øŜ KI·ØŜ LJℕ2⁄2ŜŎúă λy˝ůKŜ πp↯ ℕI·yƎŜ øKλfŜ 2ŎŎI·ăλ2yl·ffè øŜ KI·ØŜ ůKŜY˝ λy˝ůKŜ co↯ ℕI·yƎŜ¢



RADIANCE
NAME

(PRIVATE RESIDENCE)
10501 SE EVERGREEN HWY
VANCOUVER, WA
LOCATION

07-11-12
DATE

CRC Vessel Verification

Vessel Name	Owner	Antenna Elev (ft)	Mast Elev (ft)	Spud Elev (ft)	Boom Crane Elev (ft)	Gantry Elev (ft)	Pivot Pt Elev (ft)	Cradle Elev (ft)	Water Elev (ft)	Height Above Water
Radiance	Legendary Yachts, Inc	N/M	100.0	N/A	N/A	N/A	N/A	N/A	16.8	83
		101.7	N/M	N/A	N/A	N/A	N/A	N/A	16.8	85
Rage	Schooner Creek Boat Works	N/M	N/M	N/A	N/A	N/A	N/A	N/A	N/M	78 *
		N/M	N/M	N/A	N/A	N/A	N/A	N/A	N/M	80 **
		N/M	N/M	N/A	N/A	N/A	N/A	N/A	N/M	135 ***
		N/M	N/M	N/A	N/A	N/A	N/A	N/A	N/M	139 ****

* Per the owner's direction we made measurments with a tape measure from the top of the mast to the waterline.

** Antenna height is approximate.

***134-ft. (measured) length mast on the ground. Per the owner add 1-ft. to the mast length to determine the mast height above waterline.

**** A 4-ft. antenna will go on top of the above mast. Information per the owner.

N/A - does not exist

N/M - exists but not measured

Vessel Height Verification Sheet

By: Karl Krcma Date: 11 July 2012

1. Company Name and/or Owner of Vessel and Contact Information
   a. Name of company: Legendary Yachts
   b. Name of contact: Will Pollard
   c. Phone number (Office): [redacted] (Cell): [redacted]
   d. Email:
   e. Address: 10501 SE Evergreen Hwy City: Vancouver
      State: WA Zip code: 98660
2. Vessel
   a. ID: b. Name: Radiance
   c. Type: Sailboat d. USCG Document Number:
3. Vessel Configuration
   a. Identify vessel configuration:
   - Is a vessel specification sheet available? No
   - Configuration shown on the sheet: not shown, photo only
   - What is the lowest height configuration for transport? 85' (83' without antenna)

   b. What is the gantry configuration? N/A Estimated gantry height: N/A

   c. Does the barge have spuds? N/A
   - Height above waterline for travel? N/A
   - Can the spuds be removed for travel? N/A
   - Work and cost involved in removing spuds? N/A
4. Vessel Location
   a. Where is the vessel currently located? Columbia River
   b. Is it working on a job? N/A Is it tied up to shore? Yes
   c. What is the best time to make a trip to the vessel? Anytime, just need a few days advance notice.

5. Surveyed Measurements (all measurements NAVD 88)

Gantry Height:	N/A
Water Level:	N/A
Top of Boom:	N/A
Height of Boom Hinge Pin:	N/A
Boom Cradle:	N/A
Top of Spud:	N/A
Top of Deck:	N/A

6. Vessel Height

Self-Reported		Surveyed	
Air Draft:	86 feet	Air Draft:	85 feet
Air Gap:	10 feet	Air Gap:	10 feet
Water Level:	16 feet (CRD)	Water Level:	16 feet (CRD)
Total Height:	112 feet	Total Height:	111 feet

7. History Notes

Date	Item
3/28/2012	Contacted by Ron Del Rosario
3/28/2012	Data sheet submitted
6/28/2012	Contacted by Karl Krcma for field measurement
7/11/2012	Field measured
7/17/2012	New data sheet submitted

Recreational Sailboats and Powerboats

Portland Yacht Club and Rose City Yacht Club

The Portland Yacht Club and Rose City Yacht Club did not respond to the IBR request. Information from these clubs provided in the CRC NIR is included below.

Summary Tables of Existing User Data

Company and/or Owner of Vessel	Vessel Name	Vessel Type	Length Overall (LOA), Feet	Beam, Feet	Draft, Feet	Air Draft, Feet	Data Source for Air Draft	Frequency of Passage Underneath Interstate-5 Bridges
Portland Yacht Club	High Flight	Sailboat				51	Surveyed	
Portland Yacht Club	Luscious	Sailboat				65	Surveyed	
Portland Yacht Club	Moondance	Sailboat				59	Surveyed	
Portland Yacht Club	Runaway	Sailboat	51	12 to 17	5 to 12	70	Surveyed	Fifteen to twenty trips per year.
Portland Yacht Club	Rya	Sailboat				66	Surveyed	
Portland Yacht Club	Saphira	Sailboat				54	Surveyed	
Portland Yacht Club	Sargasso	Sailboat				65	Surveyed	
Portland Yacht Club	Sovereign	Sailboat				58	Surveyed	
Portland Yacht Club	Sylvia	Sailboat				58	Surveyed	
Portland Yacht Club	Tropicale	Sailboat				61	Surveyed	
Portland Yacht Club	Whisper	Sailboat	57	12 to 17	5 to 12	74	Surveyed	Fifteen to twenty trips per year.
Rose City Yacht Club	Crystal Swan	Sailboat	40	14	6	63	Self-Reported	Three to four round trips per year.
Rose City Yacht Club	Down Wind Drift	Sailboat	42	8	6.5	59	Self-Reported	Three to four round trips per year.
Rose City Yacht Club	Draco	Sailboat	38	13	6.5	60	Self-Reported	Three to four round trips per year.
Rose City Yacht Club	Morgan Le Fay	Sailboat	50		6.5	58	Self-Reported	Three to four round trips per year.
Schooner Creek Boat Works	Rage	Sailboat	70	13	11	80	Surveyed	Approx. 4 times a month from March through September.
Scott Campbell	Riva	Sailboat	46	13.5	7.5	64.5	Self-Reported	Once in April and once in September.
Todd Hilbelink	Wakadui	Sailboat	49.5	14.8	7	66	Surveyed	Two times a month, May through September.
unknown	Make it So	Sailboat				90	Surveyed	
Wind Dancing LLC	Wind Dancing	Sailboat	47	13.9	9.6	66	Self-Reported	Two to four times a month, June through September.
Marine Contractors								
Advanced American Construction	DB 125	Crane barge				78	Drawings	Once to twice a month, all months of the year.
Advanced American Construction	DB 4000	Crane barge				79.5	Drawings	Once to twice a month, all months of the year.
Advanced American Construction	DB 4041	Crane barge				71	Drawings	Once to twice a month, all months of the year.
Advanced American Construction	DB 4100	Crane barge				92	Drawings	Once to twice a month, all months of the year.
Advanced American Construction	Linde Marie	Tug boat	58.4	16.5	5.5	35	Self-Reported	Once to twice a month, all months of the year.

Recreational Sailboats and Powerboats

Owner: Rose City Yacht Club

Information was provided through email exchange with the IBR Program; responses follow.

From: Matt Richard
To: Jodi Mescher
Cc: Cathy Skach; John Osborne; Olivia Cohn
Subject: Re: Information Requested for Interstate Bridge Replacement (IBR) Program Navigation Impact Report
Date: Tuesday, March 11, 2025 5:10:48 PM

You don't often get email from [redacted] Learn why this is important

Jodi,

I am reporting on behalf of Rose City Yacht Club (RCYC) for your survey. RCYC's highest boat that does and would navigate under the Interstate Bridge is 65 feet above the waterline. Per your conditions therefore we will not complete the survey.

regards.

Matt Richard
RCYC Moorage Chair

On Mar 11, 2025, at 4:45 PM, John Osborne <[redacted]> wrote:

Matt and Cathy, did you also receive this information request? I would think it best to have either of you respond on behalf of the Club

Thanks, John

Begin forwarded message:

From: Jodi Mescher <[redacted]>
Subject: Information Requested for Interstate Bridge Replacement (IBR) Program Navigation Impact Report
Date: March 11, 2025 at 4:33:21 PM PDT
To: "[redacted]" <[redacted]>
Cc: Olivia Cohn <[redacted]>

Hello Rose City Yacht Club,

The Interstate Bridge Replacement (IBR) program is collecting information from Columbia River users as part of an updated Navigation Impact Report (NIR) for the replacement bridge for Interstate 5 (I-5) between Oregon and Washington (River mile 106.5). The U.S. Coast Guard Bridge Permit Application Guide requires preparation of the NIR to assess the navigation impacts of the proposed bridge design. Please see https://www.interstatebridge.org/ for more information about the IBR program.

The NIR needs to include an accurate picture of current and prospective

needs of navigation on the waterway, which requires the collection of data from waterway users. If there are any vessels in your organization that travel under the I-5 bridge that could be affected by construction of a new bridge (sailboats or other vessels with a height of 80 feet or greater), please complete the attached survey, including any new vessels that may have been added since our previous outreach request in 2021.

We are requesting your response to this survey by the end of day on **Wednesday, March 26th.** Thank you for your help and your prompt response to this request.

Best regards,

Jodi Mescher, AICP
Environmental and Cultural Resources
Interstate Bridge Replacement Program

E: [redacted]
interstatebridge.org

<image001.png>

<image012.png>

<image013.png>

<image014.png>

<image015.png>

<I5BRP_Recreational_Vessel_Data_Sheet.docx>

Recreational Sailboats and Powerboats

Owner: Columbia Way West

Information was provided through email exchange with the IBR Program; responses follow.

From: ColumbiaWayWest
To: Jodi Mescher
Subject: Re: Information Requested for Interstate Bridge Replacement (IBR) Program Navigation Impact Report
Date: Monday, March 31, 2025 4:21:53 PM
Attachments: image001.png
image008.png
image009.png
image010.png
image011.png
image016.png

We cater to recreational boaters, primarily sailboats up to about 43 ft in length. Generally the masts of such vessels would not come close to 80 ft..

You may wish to specifically contact Portland Yacht Club, who cater to some of the largest sailboats in the area. Mast height of boats in the 50-60 ft length range may approach the 80 ft height mentioned. Rose City Yacht Club would also have expertise on sail vessels, although most of their member's vessels would be below the 80 ft mark.

Terry Glenn

Columbia Way West Moorage
[redacted]

On Mon, Mar 31, 2025 at 12:49 PM Jodi Mescher <[redacted]> wrote:

> Hello,
>
> I hope this message finds you well. I am following up on my previous email regarding the survey about vessel heights as we have not yet received your response and would greatly appreciate your input. As a reminder, we are requesting your response to the attached survey to indicate whether any vessels in your organization that travel under the I-5 bridge could be affected by the construction of a new bridge (vessels with a height of 80 feet or greater)? Thank you for your attention to this matter.
>
> Best,
>
> **Jodi Mescher, AICP**
> **Environmental and Cultural Resources**
>
> **Interstate Bridge Replacement Program**
>
> **E:** [redacted]
>
> interstatebridge.org

From: Jodi Mescher
Sent: Tuesday, March 11, 2025 4:36 PM
To: [redacted]
Cc: Olivia Cohn <[redacted]>
Subject: Information Requested for Interstate Bridge Replacement (IBR) Program Navigation Impact Report

Hello Columbia Way West Marina,

The Interstate Bridge Replacement (IBR) program is collecting information from Columbia River users as part of an updated Navigation Impact Report (NIR) for the replacement bridge for Interstate 5 (I-5) between Oregon and Washington (River mile 106.5). The U.S. Coast Guard Bridge Permit Application Guide requires preparation of the NIR to assess the navigation impacts of the proposed bridge design. Please see https://www.interstatebridge.org/ for more information about the IBR program.

The NIR needs to include an accurate picture of current and prospective needs of navigation on the waterway, which requires the collection of data from waterway users. If there are any vessels in your organization that travel under the I-5 bridge that could be affected by construction of a new bridge (sailboats or other vessels with a height of 80 feet or greater), please complete the attached survey, including any new vessels that may have been added since our previous outreach request in 2021.

We are requesting your response to this survey by the end of day on **Wednesday, March 26th.** Thank you for your help and your prompt response to this request.

Best regards,

Jodi Mescher, AICP
Environmental and Cultural Resources
E: [redacted]

Recreational Sailboats and Powerboats

Owner: Hayden Island Yacht Club

Information was provided through email exchange with the IBR Program; responses follow.

From: Hayden Island Yacht Club
To: Jodi Mescher
Subject: Re: Information Requested for Interstate Bridge Replacement (IBR) Program Navigation Impact Report
Date: Tuesday, April 8, 2025 11:37:49 AM
Attachments: image001.png
image012.png
image013.png
image014.png
image015.png
image017.png
I5BRP_Recreational_Vessel_Data_Sheet.docx

Jodi,

I apologize for the oversight in getting this back to you. We have no vessels over 80' in height

Thank you
Bob Leisse
2025 Vice Commodore & Safety Officer

On Mon, Mar 31, 2025 at 12:49 PM Jodi Mescher <[redacted]> wrote:

> Hello,
>
> I hope this message finds you well. I am following up on my previous email regarding the survey about vessel heights as we have not yet received your response and would greatly appreciate your input. As a reminder, we are requesting your response to the attached survey to indicate whether any vessels in your organization that travel under the I-5 bridge could be affected by the construction of a new bridge (vessels with a height of 80 feet or greater)? Thank you for your attention to this matter.
>
> Best,
>
> **Jodi Mescher, AICP**
> **Environmental and Cultural Resources**
>
> **Interstate Bridge Replacement Program**
>
> **E:** [redacted]
>
> interstatebridge.org
>
> Interstate BRIDGE Replacement Program

From: Jodi Mescher
Sent: Tuesday, March 11, 2025 4:39 PM
To: [redacted]
Cc: Olivia Cohn <[redacted]>
Subject: Information Requested for Interstate Bridge Replacement (IBR) Program Navigation Impact Report

Hello Hayden Island Yacht Club,

The Interstate Bridge Replacement (IBR) program is collecting information from Columbia River users as part of an updated Navigation Impact Report (NIR) for the replacement bridge for Interstate 5 (I-5) between Oregon and Washington (River mile 106.5). The U.S. Coast Guard Bridge Permit Application Guide requires preparation of the NIR to assess the navigation impacts of the proposed bridge design. Please see https://www.interstatebridge.org/ for more information about the IBR program.

The NIR needs to include an accurate picture of current and prospective needs of navigation on the waterway, which requires the collection of data from waterway users. If there are any vessels in your organization that travel under the I-5 bridge that could be affected by construction of a new bridge (sailboats or other vessels with a height of 80 feet or greater), please complete the attached survey, including any new vessels that may have been added since our previous outreach request in 2021.

We are requesting your response to this survey by the end of day on **Wednesday, March 26th.** Thank you for your help and your prompt response to this request.

Best regards,

Jodi Mescher, AICP
Environmental and Cultural Resources

Interstate Bridge Replacement Program

E: [redacted]

interstatebridge.org

Interstate BRIDGE Replacement Program

Recreational Sailboats and Powerboats

Owner: NOTS Boating Club

Information was provided through email exchange with the IBR Program; responses follow.

From: Katie Schenk
To: Jodi Mescher
Subject: Re: Information Requested for Interstate Bridge Replacement (IBR) Program Navigation Impact Report
Date: Monday, March 31, 2025 3:14:11 PM

Hi Jodi - thanks for checking in again. At this time, NOTS does not have any vessels in our club that exceed 80ft in height.

Katie Schenk
Commodore, NOTS Boating Club

On Mar 31, 2025, at 12:49 PM, Jodi Mescher <[redacted]> wrote:

Hello,

I hope this message finds you well. I am following up on my previous email regarding the survey about vessel heights as we have not yet received your response and would greatly appreciate your input. As a reminder, we are requesting your response to the attached survey to indicate whether any vessels in your organization that travel under the I-5 bridge could be affected by the construction of a new bridge (vessels with a height of 80 feet or greater)? Thank you for your attention to this matter.

Best,

Jodi Mescher, AICP
Environmental and Cultural Resources Interstate Bridge Replacement Program
E: [redacted]
interstatebridge.org

<image001.png>

<!--[if !vml]-->
<image012.png><image013.png><image014.png><image015.png>
<!--[endif]-->

From: Jodi Mescher
Sent: Tuesday, March 11, 2025 4:41 PM
To: [redacted]
Cc: Olivia Cohn <[redacted]>
Subject: Information Requested for Interstate Bridge Replacement (IBR) Program Navigation Impact Report

Hello Nots Boating Club,

The Interstate Bridge Replacement (IBR) program is collecting information from Columbia River users as part of an updated Navigation Impact Report (NIR) for the replacement bridge for Interstate 5 (I-5) between Oregon and Washington (River mile 106.5). The U.S. Coast Guard Bridge Permit Application Guide requires preparation of the NIR to assess the navigation impacts of the proposed bridge design. Please see https://www.interstatebridge.org/ for more information about the IBR program.

The NIR needs to include an accurate picture of current and prospective needs of navigation on the waterway, which requires the collection of data from waterway users. If there are any vessels in your organization that travel under the I-5 bridge that could be affected by construction of a new bridge (sailboats or other vessels with a height of 80 feet or greater), please complete the attached survey, including any new vessels that may have been added since our previous outreach request in 2021.

We are requesting your response to this survey by the end of day on **Wednesday, March 26th.** Thank you for your help and your prompt response to this request.

Best regards,

Jodi Mescher, AICP
Environmental and Cultural Resources
Interstate Bridge Replacement Program

E: [redacted]
interstatebridge.org

<image001.png>

<!--[if !vml]-->
<image012.png><image013.png><image017.png><image015.png>
<!--[endif]-->

<I5BRP_Recreational_Vessel_Data_Sheet.docx>

Recreational Sailboats and Powerboats

Owner: Tidewater Cove

Information was provided through email exchange with the IBR Program; responses follow.

From: Tidewater Cove Marin
To: Jodi Mescher
Subject: RE: Information Requested for Interstate Bridge Replacement (IBR) Program Navigation Impact Report
Date: Monday, March 31, 2025 3:24:18 PM
Attachments: image001.png
image002.png
image003.png
image004.png
image005.png
image006.png
image007.png
image008.png
image009.png
image010.png
image011.png

Jodi,

I apologize for the delay in my response. Our boaters do pass under the I-5 bridge, but the tallest we have are a few sailboats between 65' and 70'. We do not have any boat taller than 80'.

Let me know if you need anything else.

Thank you,

Wendy

Wendy Jacobs
Marina Manager | Harbormaster

Tidewater Cove Marina
5811 SE Columbia Way, #1
Vancouver, WA 98661
[redacted]
www.tidewatercovemarina.com

Please consider the environment before printing this email.

From: Jodi Mescher <[redacted]>
Sent: Monday, March 31, 2025 12:49 PM
To: Tidewater Cove Marin <[redacted]>
Subject: RE: Information Requested for Interstate Bridge Replacement (IBR) Program Navigation Impact Report

Hello,

I hope this message finds you well. I am following up on my previous email regarding the survey

about vessel heights as we have not yet received your response and would greatly appreciate your input. As a reminder, we are requesting your response to the attached survey to indicate whether any vessels in your organization that travel under the I-5 bridge could be affected by the construction of a new bridge (vessels with a height of 80 feet or greater)? Thank you for your attention to this matter.

Best,

Jodi Mescher, AICP
Environmental and Cultural Resources
Interstate Bridge Replacement Program
E: [redacted]
interstatebridge.org

From: Jodi Mescher
Sent: Tuesday, March 11, 2025 4:37 PM
To: [redacted]
Cc: Olivia Cohn <[redacted]>
Subject: Information Requested for Interstate Bridge Replacement (IBR) Program Navigation Impact Report

Hello Tidewater Cove Marina,

The Interstate Bridge Replacement (IBR) program is collecting information from Columbia River users as part of an updated Navigation Impact Report (NIR) for the replacement bridge for Interstate 5 (I-5) between Oregon and Washington (River mile 106.5). The U.S. Coast Guard Bridge Permit Application Guide requires preparation of the NIR to assess the navigation impacts of the proposed bridge design. Please see https://www.interstatebridge.org/ for more information about the IBR program.

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Best regards,

Jodi Mescher, AICP
Environmental and Cultural Resources
E: [redacted]
interstatebridge.org


Interstate
BRIDGE
Replacement Program