

APPENDIX H: RESEARCH COMPLETED FOR VESSELS THAT REQUESTED AN INTERSTATE BRIDGE LIFT (JANUARY 2012 THROUGH JULY 2025)

Appendix H. Research Completed for Vessels that Requested an Interstate Bridge Lift (January 2012 through July 2025)

Oregon Department of Transportation (ODOT)-recorded Interstate Bridge lift logs were reviewed to identify vessels that requested lifts indicating the potential to be impacted by a 116-foot fixed-span bridge based on the assumed vertical navigation clearance (VNC). The vessels summarized in this Appendix H were identified from the January 2012 through July 2025 Interstate Bridge lift logs.¹

The assumed VNC for each vessel requesting a bridge lift was calculated based on the ODOT-recorded Interstate Bridge lift log elevations and water levels. Bridge operators who recorded the lifts indicated that the bridge is often raised higher than necessary. Therefore, additional research and outreach was conducted for all vessels requesting lifts indicating an assumed VNC at or greater than 116 feet to confirm potential navigational impacts. Research and outreach sought to verify vessel dimensions and specifications, required air draft, cargo dimensions and potential for large cargo use/dimensions, locations/areas of travel, frequency of transit, verification that the vessel is in use, future transit needs that would require greater than a 116-foot VNC, and any other information that could result in a 116-foot VNC impeding future operations.

Research and outreach sources included the following:

- USCG Maritime Information Exchange (referred to as the USCG database throughout this document) (accessible online at: <https://cgmix.uscg.mil/PSIX/PSIXSearch.aspx>).
- BoatScope boat registration to identify vessel ownership and primary mooring locations (accessible online at: <https://www.marinetitle.com/>).
- Marine traffic data to confirm vessel transit patterns and local use (accessible online at: <https://www.marinetraffic.com/en/ais/home/centerx:1.9/centery:51.6/zoom:6> and <https://www.vesselfinder.com/>).
- River user surveys for marine facilities within a three-mile radius and facilities known to moor vessels that frequently transit the area.²
- Additional outreach to vessel owners and operators.

Table 1 summarizes the additional research and outreach findings. It includes the vessel name, type, highest assumed VNC (accounting for bridge lift elevation and recorded water level), and latest known date of the requested bridge lift. To avoid redundancies, this list does not include vessels with impacts directly addressed in the Navigation Impact Report (NIR).

¹ Notably, the NIR presents trends from January 2007 through December 2024. Trends are presented this way using bridge lift data analyzed from January 2007 through December 2011 for the Columbia River Crossing project and then adding January 2012 through December 2024 for the IBR Program. This Appendix H provides analysis of vessels from lift logs from January 2012 through July 2025, using the Interstate Bridge lift logs reviewed for the NIR as well as the most up-to-date Interstate Bridge lift logs. The Interstate Bridge lift logs from January 2007 to July 2025 are included in Appendix E.

² In 2022, the IBR Program's river user survey conducted via email included a question asking where river users moor their vessels. Responses allowed the IBR Program to conduct additional outreach to the identified facilities. See the NIR Appendix B for survey responses and additional details.

Table 1. Vessels Unlikely To Be Impacted by a 116-Foot VNC Based on Available Data and Information

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Amy B.</i>	3/4/2022	119.4	Tug	Previous Interstate Bridge lift logs indicate that this vessel could transit under an 83.1-foot VNC. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Anais</i>	1/13/2018	125	Sail	Previous Interstate Bridge lift logs indicate that this vessel could transit under a 98-foot VNC.
<i>Angelena</i>	9/29/2024	135	Sail	Previous Interstate Bridge lift logs data recorded the vessel height as 90 feet.
<i>Aquilla</i>	5/25/2019	123.3	Sail	Previous Interstate Bridge lift logs indicate that this vessel could transit under a 92-foot VNC.
<i>Argosy</i>	6/11/2015	122.8	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 116-foot VNC.
<i>Adriatic Sea</i>	8/12/2012	124.4	Sail	This vessel was mis-recorded in the Interstate Bridge lift logs as the <i>Audratic Sea</i> ; (no such vessel has been identified in any database or transit). It was a misspelling of the <i>Adriatic Sea</i> , which was formerly owned by the Kirby Corporation and operated by Kirby Inland Marine, LP, and which would not be impacted by a 116-foot VNC as follows: the <i>Adriatic Sea</i> is an articulated tug barge that was renamed as the <i>Marie H.</i> , was phased out of active service in 2016, and was then acquired by Boyer Towing Company, Inc. in Ketchikan, Alaska in 2018. ³ Based on these findings, the vessel would not transit in the area and would therefore not be impacted by a 116-foot VNC.
<i>Aurora</i>	6/16/2021	134.8	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transit of this vessel that would require greater than a 116-foot VNC.

³ <https://www.tugboatinformation.com/tug.cfm?id=10262>

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Aurthur Brusco</i>	8/23/2024	133.7	Not specified	The bridge operator recorded that the vessel height is 67 feet.
<i>Autumn Wind</i>	8/26/2018	123.4	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 99-foot VNC.
<i>Belle</i>	7/23/2022	132.5	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under 98.8-foot VNC.
<i>Betty Lou</i>	7/9/2013	167.7	Tug	Tidewater (vessel owner) reported that <i>Betty Lou</i> has an unladen VNC of 58.1 feet. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Blackhawk</i>	3/17/2025	106.6	Tug	The vessel has a recorded height of 70 feet. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Brenan</i>	7/7/2025	136	Other	David Evans and Associates own and operate this vessel. In August 2025, they confirmed via telephone with the IBR Program that the bridge lift was requested for a National Oceanic and Atmospheric Administration (NOAA)-commissioned survey, not to accommodate navigational needs of the vessel. They confirmed that the vessel is 10-feet tall with a maximum vertical clearance of 13 feet 8 inches when towing a trailer, and that the vessel would not be impacted by a 116-foot VNC. They also noted that there are no additional NOAA surveys planned at this time.
<i>Bruce M.</i>	1/12/2022	158	Tug	SDS Lumber (vessel owner) reported that barges pushed by the tug may be as high as 100 feet. Barges with loads as high as 100 feet would not be impacted by a 116-foot VNC, except during high water events which only happen 1.2% of the year. The IBR Program reached out to SDS Lumber to identify any impacted barges, and none have been identified.
<i>Bumblebee</i>	5/16/2017	159.4	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under an 85.4-foot VNC.
<i>Cap't Bob</i>	5/26/2017	123.8	Tug	Tidewater (vessel owner) reported that the vessel has a 56-foot VNC. No additional information was available about the need for future transit that would require a VNC that is greater than 116 feet.

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Capt. Steve</i>	3/7/2025	169.8	Tug	The vessel has a recorded height of 60 feet. The vessel owner, Shaver Transportation Company (Shaver), reported the vessel has an unladen 56-foot VNC. Shaver reported that for the most recent transits requesting a bridge lift, the vessel was pushing an Advanced American Construction crane barge. The IBR Program has reached an agreement with Advanced American Construction to address impacts to their business operations.
<i>Cascades</i>	5/18/2025	159.7	Tug	Shaver (vessel owner) reported the vessel has an unladen 56-foot VNC. Shaver reported that for the most recent transits requesting a bridge lift, the vessel was pushing an Advanced American Construction crane barge. The IBR Program has reached an agreement with Advanced American Construction to address impacts to their business operations.
<i>CG Henry Blake</i>	10/16/2015	173	Gov't/ Military	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was noted about the need for future transits of this vessel upriver.
<i>Chief</i>	6/17/2022	169.5	Tug	Tidewater (vessel owner) responded to the river user survey that this vessel has a 49.9-foot air draft, unladen. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Christy T</i>	1/28/2025	170.2	Tug	Interstate Bridge lift logs record a vessel load VNC up to 100 feet. No additional information was provided by JT Marine about specific needs for future transits that would require greater than a 116-foot VNC.
<i>Cindy B.</i>	2/25/2023	153.4	Tug	The vessel has a recorded height of 53 feet. Interstate Bridge lift logs indicate that the vessel occasionally hauls loads that would require a higher VNC. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Clarkston</i>	8/19/2019	171	Tug	Tidewater (vessel owner) reported that the vessel has an unladen 48.2-foot VNC. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Clearwater</i>	3/31/2025	170.6	Tug	Shaver (vessel owner) reported that the vessel has an unladen 56-foot VNC. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Corillian</i>	5/24/2023	153.4	Sail	Previous Interstate Bridge lift logs indicate that this vessel can transit under a 100.6-foot VNC.
<i>Corker</i>	6/30/2020	125.5	Sail	Previous Interstate Bridge lift logs indicate that the vessel can transit under a 100.3-foot VNC.
<i>Crown of Camas</i>	12/6/2012	138.4	Tug	According to U.S. Maritime Intelligence, vessel height is 26.2 feet. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Crown Point</i>	6/19/2022	122.9	Tug	Tidewater (vessel owner) reported that the vessel has an unladen 50.9-foot air draft. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Daniel Foss</i>	9/3/2014	153.5	Tug	Information on this vessel was provided by the vessel owner, Foss Maritime Company. No additional information was noted about the need for future transit that would require greater than a 116-foot VNC.
<i>Dauby</i>	6/11/2022	165.6	Tug	SDS Lumber owns this vessel and reported that <i>Dauby</i> has an unladen 55-foot VNC and occasionally pushed barges loaded as high as 100 feet. Barges with loads as high as 100 feet would not be impacted by a 116-foot VNC, except during high water events which only happen 1.2% of the year. The IBR Program reached out to SDS Lumber to identify any impacted barges, and none have been identified.
<i>Defiance</i>	6/4/2020	145.3	Tug	Tidewater (vessel owner) reported an air draft of 48.6 feet. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Delta Lindsey</i>	10/25/2016	129.1	Tug	No additional information was available about the need for future transit that would require greater than a 116-foot VNC.

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Denise Foss</i>	7/30/2016	171.1	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transit of this vessel that would require greater than a 116-foot VNC.
<i>Deschutes</i>	8/16/2023	173.2	Tug	Shaver (vessel owner) reported that the vessel has an unladen 58-foot VNC. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Diane B.</i>	6/16/2022	157.5	Tug	Bernet Barge Lines, Inc. (vessel owner) reported that the vessel has an unladen VNC of 52 feet. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Duchess B</i>	12/21/2014	122.4	Tug	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 112.6-foot VNC. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Dulcinea</i>	12/10/2024	169.6	Sail	The vessel owner, a private member of the public, confirmed that the vessel has a 96.5-foot air draft. ⁴
<i>Dutchess B</i>	1/27/2016	137.4	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 112.6-foot VNC.
<i>Erla N.</i>	7/5/2022	118.1	Other	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 115-foot VNC.
<i>Euphoria</i>	6/30/2021	108.1	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 93.5-foot VNC.
<i>First Light</i>	7/6/2024	120.3	Sail	The vessel height is 69 feet (see Appendix B) and could travel under a 95-foot VNC at high water.
<i>Four Winds III</i>	6/2/2024	158.3	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 110-foot VNC.

⁴ March 20, 2025 telephone conversation with vessel owner, Jeremy Turner.

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Free Bird</i>	10/15/2012	160.7	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 102-foot VNC.
<i>Free Cup of Soup</i>	12/1/2024	114.9	Sail	The vessel has a recorded height of 75 feet, which would require a 101-foot VNC at high water.
<i>Gloria</i>	1/4/2023	118.2	Tug	Based on prior Interstate Bridge lift logs for this vessel, it is unlikely to be impacted. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Go Team</i>	3/16/2025	136.8	Sail	Previous Interstate Bridge lift logs indicate that the vessel could regularly transit under a 110-foot VNC.
<i>Go Team/Crumpit</i>	3/14/2021	110.1	Tug	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 94-foot VNC.
<i>Grizzly</i>	6/4/2021	136.8	Tug	Centerline confirmed that this vessel is in their fleet. The tug is unlikely to be impacted based on a visual survey. ⁵ No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Heide Brusco</i>	5/31/2021	133.1	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transit of this vessel that would require greater than a 116-foot VNC.
<i>Hurricane</i>	5/24/2023	172.1	Tug	Tidewater (vessel owner) reported that the vessel has an unladen VNC of 48.9 feet. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.
<i>Husky</i>	3/20/2025	168.4	Tug	The vessel has a recorded height of 50 feet. No additional information was available about the need for future transit that would require greater than a 116-foot VNC.

⁵ <https://www.tugboatinformation.com/tug.cfm?id=4199>

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Imanji</i>	5/5/2016	117.7	Not recorded	Research conducted on BoatScope and the USCG database did not return any results for vessels named <i>Imanji</i> . Marine facilities within three miles of the project site were contacted, and no information on this vessel was available.
<i>In Your Dreams</i>	4/20/2017	126.9	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 97.4-foot VNC.
<i>Invader</i>	7/3/2019	171.3	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits of this vessel that would require greater than a 116-foot VNC.
<i>Irene T.</i>	1/11/2022	133.6	Tug	JT Marine, Inc. (vessel owner) reported an unladen 50-foot air draft. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Ironwood</i>	4/26/2024	135.8	Gov't/ Military	Tongue Point Job Corps (vessel owner) reported that the vessel has a total height of 103 feet.
<i>James T.</i>	3/31/2023	171.2	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits of this vessel that would require greater than a 116-foot VNC.
<i>Jonathan</i>	1/7/2012	119.1	Sail	Research conducted on the USCG database identified a sailboat of 30 or 45 feet in length, which likely would not support a vessel height impacted by a 116-foot VNC.
<i>Juno</i>	7/1/2019	163.3	Other	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 108-foot VNC.
<i>Kathryn B.</i>	6/17/2022	141.2	Tug	Bernett Barge Lines, Inc. (vessel owner) reported that the vessel has an unladen VNC of 54 feet. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Kekoa</i>	5/18/2023	161.3	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits of this vessel that would require greater than a 116-foot VNC.

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Klickitat</i>	2/26/2014	142.3	Tug	As of 2025, <i>Klickitat</i> is no longer listed as part of Shaver's fleet. ⁶
<i>Korker</i>	5/10/2020	120.6	Sail	Previous Interstate Bridge lift logs indicate that the vessel can transit under a 100.3-foot VNC.
<i>La Belle Vie</i>	5/19/2024	122.5	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 108-foot VNC.
<i>Lassen</i>	7/20/2013	170.3	Tug	Shaver (vessel owner) reported that the vessel has an unladen 44-foot air draft. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Legacy</i>	9/12/2021	127.3	Sail	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits of this vessel that would require greater than a 116-foot VNC.
<i>Lil Go</i>	10/6/2014	121.7	Sail	This sailboat is unlikely to be impacted based on local use. Marine facilities within three miles of the project site were contacted, and no information on this vessel was available.
<i>Lincoln</i>	5/17/2023	168.4	Tug	Shaver (vessel owner) reported that the vessel has an unladen 57-foot VNC. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Lindy Marie</i>	2/17/2017	166	Tug	The IBR Program has reached an agreement with Advanced American Construction, who owns this vessel, to address impacts to their business, as discussed in the NIR.
<i>Lori B.</i>	3/9/2022	168	Tug	Bernert Barge Lines, Inc. (vessel owner) reported that the vessel has an unladen VNC of 38 feet. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.

⁶ <https://shavertransportation.com/fleet/>

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Lynx</i>	8/1/2013	134.2	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits of this vessel that would require greater than a 116-foot VNC.
<i>Mach IV & Spotlace</i>	5/26/2017	123.5	Not specified	Research conducted on BoatScope and the USCG database did not return results for vessels named <i>Match IV & Spotlace</i> , <i>Match IV</i> , or <i>Spotlace</i> . Marine facilities within three miles of the project site were contacted, and no information on this vessel was available.
<i>Maddy T</i>	6/12/2015	125	Sail	Previous Interstate Bridge lift logs indicate that the vessel can regularly transit under a 101-foot VNC.
<i>Make It So</i>	9/3/2023	170.3	Sail	Previous Interstate Bridge lift logs indicate that the vessel can regularly transit under a 95-foot VNC.
<i>MaMala</i>	8/13/2015	116	Sail	Previous Interstate Bridge lift logs indicate that the vessel needs a VNC of between 104 and 116 feet.
<i>Mariner</i>	4/15/2021	124.9	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Mary B</i>	5/5/2017	135.8	Tug	Bernert Barge Lines, Inc. (vessel owner) reported that the vessel has an unladen VNC of 42 feet. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Maverick</i>	11/27/2023	170	Tug	Tidewater (vessel owner) reported an unladen 47-foot VNC. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Miki Hana</i>	5/18/2025	158	Tug	The bridge operator noted that the vessel's height is 65 feet. The vessel is owned and operated by DeForge Maritime Towing LLC. ⁷ No additional information was provided to indicate future transit requiring greater than a 116-foot VNC.
<i>Ming</i>	5/14/2023	108.4	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 109-foot VNC.
<i>Mischief</i>	6/16/2017	126	Sail	Tidewater (vessel owner) responded to the river user survey noting that the vessel has a 49.9-foot air draft, unladen. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Mistral</i>	5/15/2014	159	Sail	Previous Interstate Bridge lift logs indicate that this vessel could transit under a 92-foot VNC.
<i>Moon Dance</i>	3/20/2019	120.2	Sail	The Portland Yacht Club, where this vessel moors, reported this vessel has a 59-foot VNC.
<i>Nancy Ann</i>	12/14/2012	132.6	Other	The bridge operator noted that this was a tug with a spud barge. <i>Nancy Ann</i> appears to be a typical river tug renamed <i>Claire B</i> , which is addressed in the NIR, and would not be impacted. However, operators would need to make sure that nothing would be towed beyond the 116-foot VCN. ⁸
<i>Nancy Riley</i>	6/1/2016	169.3	Sail	Previous Interstate Bridge lift logs indicate that this vessel could transit under a 98-foot VNC.
<i>Norton Bay</i>	10/31/2013	137.1	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Nova</i>	2/23/2017	128.8	Tug	In addition, the vessel sank in 2020 and has not yet been returned to service.

⁷ <https://www.deforgemaritimetowing.com/equipment>

⁸ <https://www.flickr.com/photos/n324f/21840033516>

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Ocean Transport</i>	4/27/2013	121.6	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Olaf J.</i>	1/4/2021	150.4	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Orsinus</i>	11/9/2016	128.2	Sail	Previous Interstate Bridge lift logs indicate that this vessel could transit under a 109-foot VNC.
<i>Pacific Avenger</i>	6/24/2012	122.4	Tug	As of 2016, this vessel is no longer in service. ⁹
<i>Pacific Wolf</i>	4/1/2019	169.3	Tug	The bridge operator indicated that this vessel was an ocean tug bound toward being serviced by JT Marine at CBC. The tug was mis-recorded in the Interstate Bridge lift logs as the <i>Pacific Walk</i> , but the vessel is actually the <i>Pacific Wolf</i> , which has been sold and no longer operates in the area. The vessel owner, Kirby Offshore Marine LLC, confirmed that the <i>Pacific Wolf</i> transited the area on the dates recorded in the Interstate Bridge lift logs. No additional information was provided to confirm that this vessel could be impacted. No additional information was provided to confirm that this vessel could be impacted.
<i>Papa T</i>	5/9/2025	122.7	Tug	The bridge operator noted that the vessel's height is 90 feet. The vessel is operated by WCT Marine & Construction, Inc, which is a repair facility that offers marine services, new construction, welding, boat repair, boat building, and fabrications. ¹⁰ Given the use of this vessel, it is not likely to be impacted based on upriver constraints for ocean-going vessels.

⁹ <https://www.tugboatinformation.com/tug.cfm?id=271>

¹⁰ <https://wctmarine.com/equipment>

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Patricia</i>	10/18/2014	162.2	Tug	Mark Marine Service (vessel owner), reported an unladen 48-foot air draft. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Phoenix</i>	6/30/2019	123.2	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 104-foot VNC.
<i>Pied Piper</i>	9/1/2020	142.3	Sail	Queries of BoatScope and the USCG database resulted in identifying many vessels with the name <i>Pied Piper</i> . Of those results, only one vessel was found to hail from a port near the project site (Seattle, Washington) and would not be impacted based on local use.
<i>Point Thomason</i>	5/3/2017	126.3	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Polar Express</i>	1/29/2018	124.5	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 106-foot VNC.
<i>Ramona III</i>	3/13/2013	134.8	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Randy S.</i>	1/18/2023	143.5	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Reba</i>	6/2/2023	131.7	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 100.5-foot VNC.
<i>Rebel</i>	1/6/2022	166	Tug	Tidewater (vessel owner) reported that the vessel has a 50.6-foot air draft. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Reliance</i>	5/7/2023	116.4	Sail	Despite extensive research, including queries of the USCG database and BoatScope, there were no active sailing or recreational vessels named <i>Reliance</i> were identified that would be impacted in the USCG database or BoatScope.

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Renee</i>	11/7/2022	153.4	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Richard O.</i>	3/5/2021	121.7	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information about this vessel was available. Previous Interstate Bridge lift logs indicate that the vessel could transit under a 111-foot VNC, depending on load.
<i>Riva</i>	1/5/2025	166.1	Sail	The vessel owner, a private member of the public, self-reported that the vessel would require a 75-foot VNC.
<i>Rossisle</i>	3/18/2024	134.3	Dredge	Ross Island Sand & Gravel (vessel owner) reported that <i>Rossisle</i> (recorded in Interstate Bridge lift logs as <i>Ross Isle</i>) requires a 75-foot VNC with spuds raised.
<i>Rowdy</i>	7/19/2018	119.6	Sail	The bridge operator indicates that this vessel was mis-recorded as a sailboat and is actually a tug. The USCG database shows that it is a San Francisco-based tug and would not be impacted based on local use.
<i>Roxanna</i>	9/10/2015	131.6	Sail	Previous Interstate Bridge lift logs indicate that the vessel could regularly transit under a 111-foot VNC.
<i>Runaway</i>	4/26/2021	168.5	Sail	Previous Interstate Bridge lift logs indicate that the vessel could regularly transit under an 85-foot VNC.
<i>Ruth</i>	8/27/2020	136.5	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no information was able to be gathered for this vessel.
<i>Sanooki</i>	5/25/2014	161.1	Sail	This sailboat is assumed not to be impacted based on local use. The USCG database does not include this vessel.
<i>Sans Saver</i>	5/24/2017	125	Not specified	No <i>Sans Saver</i> or other name (e.g., <i>San Saver</i>) is in the USCG database; however, there are two vessels with the name <i>Son Saver</i> that have lengths indicating the vessel height would not be impacted.
<i>Sara B.</i>	3/17/2021	142.1	Tug	The bridge operator noted this was a Bernert Barge Lines, Inc. tug. The tug is not currently listed in fleet information.

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Schweiger</i>	3/25/2024	170.6	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits of this vessel that would require greater than a 116-foot VNC.
<i>Scorpius</i>	9/27/2017	126.3	Other	Research conducted on BoatScope and the USCG database produced results that were primarily yachts with lengths at or below 40 feet. One passenger vessel with this name is out of the hailing port of Ketchikan, Alaska and is 81.1 feet in length with no currently valid certificate. No additional information was provided to indicate future transits that would require greater than a 116-foot VNC.
<i>Sea Spruce</i>	9/1/2014	126.2	Tug	This was a mis-recorded transit of <i>Sea Prince</i> . The bridge operator noted transit with two other tugs (<i>Sommer</i> and <i>Willamette</i> , which are addressed in NIR). The vessel likely would not be impacted, based on available vessel information.
<i>Seascape</i>	8/18/2014	117.9	Sail	Previous Interstate Bridge lift logs indicate that the vessel could regularly transit under a 106.3-foot VNC.
<i>Shadowfox</i>	2/29/2020	135.8	Other	Prior Interstate Bridge lift logs for other vessels with this or similar names indicate that the vessel could transit under a 95.1-foot VNC. Additional identifying research conducted on BoatScope indicates there is a commercial fishing vessel called <i>Shadow Fax</i> (Call Sign: WDD7945; length: 58 feet). Marine facilities within three miles of the project site were contacted, and no information on this vessel was available.
<i>Sirius</i>	5/5/2016	131.2	Other	Multiple vessels with this name were identified through the Marine Title database. Eight of the listed vessels indicate a hailing port within Oregon (2) or Washington (6). All eight vessels had a length of 45 feet or less. Of the two from Portland, Oregon, one is an active recreational vessel (Hull # XHY43027M78E; length: 42.7 feet) and the other is an inactive recreational vessel (Hull # TLJAC0040579; length: 36.8 feet). None of the identified vessels would likely be impacted.

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Sommers</i>	9/12/2014	134.7	Tug	This vessel is assumed to be synonymous with the <i>Summer S</i> . The <i>Summer S</i> is owned by Shaver. Shaver did not provide information indicating that this vessel would require greater than a 116-foot VNC.
<i>South Creek</i>	1/21/2022	171.1	Tug	Mark Marine Service reported an unladen 42-foot air draft. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Spirit & Honey</i>	5/29/2017	123.5	Not specified	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 79.1-foot VNC.
<i>Stacy T</i>	5/17/2020	171.2	Tug	According to U.S. Maritime Intelligence, <i>Stacy T</i> is owned and operated by JT Marine, with a height of 58 feet. No additional information was provided regarding the frequency of transit with loads over a 116-foot VNC.
<i>Sundial</i>	6/16/2022	160.4	Tug	Tidewater (vessel owner) reported an unladen 48-foot VNC. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Symmetry</i>	4/24/2017	148.9	Sail	Previous Interstate Bridge lift logs indicate that the vessel could regularly transit under a 91-foot VNC.
<i>Terry Lynn</i>	8/26/2024	169.1	Tug	This vessel has a recorded height of 45 feet and length of 57.3 feet. Additional information available online indicates that the vessel was acquired by HME Construction Incorporated in 2021. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Tidewater</i>	6/1/2018	118.3	Tug	Tidewater (vessel owner) reported the vessel has an unladen 52-foot VNC. Historic Interstate Bridge lift logs indicate that the vessel occasionally hauls loads that would require higher VNC. No additional information was available about the need for future transits that would require greater than a 116-foot VNC.
<i>Titan</i>	6/4/2024	167.5	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits of this vessel that would require greater than a 116-foot VNC.

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Toivo T</i>	3/31/2025	163.9	Tug	Vessel height is recorded at 95 feet, which would have a 105-foot VNC with assumed air gap. However, no additional information was available about the frequency of transit hauling loads that would require greater than a 116-foot VNC.
<i>Two Dream</i>	9/24/2012	117	Sail	This vessel was recorded as <i>Too Dreamy</i> , which is assumed to be a mis-recording of <i>Two Dream</i> , which has previously recorded Interstate Bridge lifts showing that the vessel regularly transits under a 116-foot VNC.
<i>Tranquility</i>	2/10/2024	133.6	Sail	Previous Interstate Bridge lift logs indicate that the vessel could regularly transit under a 101.5-foot VNC.
<i>Tristan</i>	10/16/2017	130.6	Not specified	Despite extensive research, including queries of the USGG database and BoatScope, no additional information was available about the need for future transits of this vessel that would require greater than a 116-foot VNC.
<i>Umatilla</i>	4/24/2023	152.7	Tug	Mark Marine Service (vessel owner) reported an unladen 50-foot VNC. However, operators would need to make sure that nothing would be towed beyond the 116-foot VNC.
<i>USCG Ironwood</i>	12/6/2017	118	Gov't/ Military	Tongue Point Job Corps (vessel owner) reported the vessel has a total height of 103 feet VNC. The vessel has also been recorded as the <i>USCG M/V Ironwood buoy tender</i> .
<i>Vagabundo</i>	8/19/2017	116.4	Sail	No information on this vessel was available on the BoatScope or the USCG databases. However, previous Interstate Bridge lift logs indicate that the vessel could transit under a 111-foot VNC.
<i>Vicky B.</i>	5/23/2021	142.8	Tug	Despite extensive research, including queries of the USGG database and BoatScope, no information on the vessel was available.

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Viking</i>	3/18/2025	167.7	Tug	As recorded in Section G.1.1 of the NIR, this tug is anticipated to be the same vessel as <i>DB Viking</i> , which was reported by Manson Construction Company in 2025 as having a height of 78.5 feet with booms lowered, allowing it to transit under a 116-foot bridge without impacts. If this is not the same vessel, operators would need to make sure that nothing would be towed beyond the 116-foot VNC, though no such shipments have been identified.
<i>Vixan</i>	9/20/2018	135.3	Sail	This sailboat likely would not be impacted based on local use. No information on a vessel named <i>Vixan</i> was available in the USCG database. Information for many sailboats named <i>Vixan</i> was available in BoatScope, but none of sailboats have a length that would support a mast height requiring over a 116-foot VNC.
<i>Voyager</i>	10/18/2023	133.3	Not specified	Based on prior Interstate Bridge lift logs for this vessel below a 109-foot VNC, it is anticipated that the vessel likely would not be impacted. However, operators would need to make sure that nothing would be towed beyond the 116-foot VNC.
<i>Whisper</i>	8/15/2024	149.9	Sail	Previous Interstate Bridge lift logs indicate that the vessel can regularly transit under a bridge with less than a 98-foot VNC.
<i>Willamette</i>	6/16/2023	143.8	Tug	Shaver (vessel owner) reported that the vessel has an unladen 58-foot VNC. Historic bridge lift data indicates the vessel occasionally hauls loads that require over a 99-foot VNC. No additional information was recorded regarding the frequency of transit with loads over a 116-foot VNC.
<i>Wind Raven</i>	5/29/2017	123.6	Sail	Previous Interstate Bridge lift logs indicate that the vessel could transit under a 74.2-foot VNC.
<i>Winddancer</i>	4/29/2014	136	Sail	Nine vessels named <i>Winddancer</i> were found on BoatScope database, but none were identified as within the area. Previous Interstate Bridge lift logs indicate that the vessel could transit under a 96.3-foot VNC. This could be the same vessel as <i>Wind Dancing</i> , a sailboat recorded as having a beam height of 13.9 feet, a draft of 9.6 feet, and an air draft of 66 feet (see Appendix B). <i>Wind Dancing</i> would be able to transit beneath the 116-foot VCN.

Vessel Name	Latest Known Transit Requesting an Interstate Bridge Lift	Highest Assumed VNC	Vessel Type	Notes
<i>Windellero</i>	4/15/2020	124.8	Not specified	Despite extensive research, including queries of the USGG database and BoatScope, no information on this vessel was available. However, this vessel would likely not be impacted based on local use and transit patterns.
<i>Zia</i>	5/19/2017	123.1	Sail	One active vessel with the name <i>Zia</i> hailing out of Portland, Oregon with a length of 38.3 feet was identified through BoatScope. Previously recorded Interstate Bridge lift logs indicated that the vessel could transit under a 94-foot VNC.

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Gov't = government

NIR = Navigation Impact Report

NOAA = National Oceanic and Atmospheric Administration

USGS = U.S. Coast Guard

VNC = vertical navigation clearance