



Lower Columbia Region Harbor Safety Committee, Inc. Harbor Safety Plan



LOWER COLUMBIA REGION
HARBOR SAFETY COMMITTEE

COBALT 2019





**Columbia River Steamship
Operators' Association, Inc.**
Kate Mickelson – Executive
Director
LCRHSC Chair



LOWER COLUMBIA REGION
HARBOR SAFETY COMMITTEE



COLUMBIA RIVER
STEAMSHIP OPERATORS'
ASSOCIATION



ABOUT LCRHSC

The Lower Columbia Region Harbor Safety Committee, Inc. (LCRHSC) is an open forum comprised of public and private stakeholders with vital interests in assuring safe navigation and maritime practices to protect the environment, property and personnel on the waterways within the Lower Columbia Region.



ABOUT LCRHSC

LCRHSC stakeholders accomplish their mission by adopting or developing appropriate standards and guidelines that address environmental and operational elements of maritime operations unique to the Lower Columbia Region.

ABOUT LCRHSC

The LCRHSC provides an inclusive, cooperative and equitable venue for addressing waterways issues to ensure the continuation and improvement of prudent management practices for our local waterways.





ABOUT LCRHSC

Throughout the process, the LCRHSC strives to ensure reliable and efficient marine transportation.

GEOGRAPHIC AREA

The **Lower Columbia Region** encompasses the Columbia River and its navigable tributaries from the seaward approaches to the Columbia River Bar to Bonneville Dam.





MEETINGS

LCRHSC Meetings are held every two months on a regularly recurring schedule. The schedule is posted on the organization's website: www.lcrhsc.org. A Board of Directors will announce any required meeting schedule changes as soon as possible via email distribution and notices posted on the website.

MEETINGS

The *Board of Directors* meets prior to LCRHSC General Membership Meetings or as needed to conduct the business of the committee and its Officers preside over the LCRHSC Meetings.

Sub-Committees meet as needed to complete work assignments within time periods set by the Board of Directors.





OFFICERS

Kate Mickelson, Chair (CRSOA)

Dave Konz, Vice Chair (Tidewater)

Susan Johnson, Secretary/Treasurer (OBMP)

Merchants Exchange – Association
Administration

GENERAL MEMBERSHIP

Vessel Owners and Operators

Pilots and Pilot Associations

Marine Exchanges

Shipping Agents

Stevedores

Terminal Operators

Shipyards

Port Authorities

Industry Associations

Commercial Fishing Industry Associations

State and Local Government Agencies (OR/WA)

State Marine Board

Concerned Law Enforcement Agencies

WDOE

ODEQ





GENERAL MEMBERSHIP

Federal government agency representatives including:

USCG

NOAA

USACE

Environmental Citizens Groups

Other interested Citizens Groups

Waterfront Developers

Recreational Waterway

Users Power Squadrons

Boaters

Rowing Clubs

Yacht Racing Associations

Environmental Response Organizations

Members of the General Public

BOARD OF DIRECTORS

Columbia River Bar Pilots
Columbia River Pilots
Columbia River Yachting Assn.
Clean Rivers Cooperative
Columbia River Intertribal Fisheries
Enforcement
Columbia River Steamship Operators' Assn.
EGT, LLC
Kirby Offshore Marine
Merchants Exchange
Maritime Fire and Safety Assn.
Olympic Tug and Barge
Oregon Board of Maritime Pilots
Oregon Department of Environmental
Quality
Pacific Northwest Waterways Assn.

Port of Columbia County
Port of Longview
Port of Portland
Port of Vancouver USA
Portland Spirit
Shaver Transportation Company
Tidewater Transportation and Terminals
Washington Department of Ecology
Federal Representatives: *(ex officio)*
National Oceanic and Atmospheric
Administration
U.S. Army Corps of Engineers
U.S. Coast Guard

MEMBER COMPANIES

Anchorage Launch Service Co.*

Chevron*

Clean Rivers Cooperative*

Columbia Grain

Columbia River Bar Pilots*

Columbia River Launch Services

Columbia River Pilots*

Columbia River Tribal Fisheries Enforcement

Columbia River Steamship Operators' Association*

Columbia River Yachting Association

Crowley Marine

EGT*

Foss Maritime

Kalama Export*

Kinder Morgan Energy

Kirby Offshore Marine*

Marathon Petroleum

Maritime Fire and Safety Association*

McCall Oil & Chemical*

Merchants Exchange*

Millennium Bulk*

National Oceanic and Atmospheric Administration

(NOAA)

NuStar

Olympic Tug and Barge*

Oregon Board of Maritime Pilots

Oregon Department of Environmental Quality*

Pacific Northwest Waterways Association*

Phillips66

Port of Kalama*

Port of Longview*

Port of Portland*

Port of Columbia County*

Port of Vancouver*

Portland Spirit*

Sause Bros. Ocean Towing*

Shaver Transportation Company*

Shogren Consulting Group/MaritimeImages.net

TEMCO Kalama*

Tidewater Transportation & Terminals*

Transmarine Navigation*

US Army Corps of Engineers

US Coast Guard

Vigor Industrial

Washington Department of Ecology

Wilhelmsen Ship Services*

SUBCOMMITTEES

The Lower Columbia Region Harbor Safety Committee has several standing subcommittees to address waterway issues that impact the Columbia River system. Current Subcommittees:

Anchorage

Make-way

Harbor Safety Plan

Executive Committee (Officers)

Extreme Water

Navigation

Financial Steering

Committee (Managing Board)





THE HARBOR SAFETY PLAN

The Harbor Safety Plan of the Lower Columbia Region Harbor Safety Committee is an information and educational tool. The Plan complements the existing regulations and advises mariners of unique conditions and requirements that may be encountered in the Lower Columbia Region. Local experts from industry, regulatory agencies, and the public developed these standards to provide guidelines for mariners operating in the Columbia River.

PURPOSE

The Harbor Safety Plan (HSP) of the Lower Columbia Region Harbor Safety Committee (LCRHSC) is provided as an information and educational tool.

The HSP is intended to complement existing regulations by advising the mariner of unique conditions and requirements that may be encountered in the Lower Columbia Region by providing these standards and protocols as developed by local experts.

This document will be updated periodically with current versions posted on our web page: www.lcrhsc.org.





THE HARBOR SAFETY PLAN

Aids to Navigation Guidelines

Anchorage Guidelines

Bunkering Guidelines

Dead Ship Tow Guidelines

East of Ryan Pt Guidelines

Lightering Guidelines

Navigation Practices

Plan Enforcement Guidelines

Required Charts and Publications Guidelines

Restricted Visibility Guidelines

Severe Weather Guidelines

Small Vessels and Make Way

Towed Barge Guidelines

Incident Management Guidelines



PROCEDURES

The elements of the HSP are developed by subcommittees of the LCRHSC.

For specific issues, stakeholders and subject matter experts are included to assure the broadest perspectives on measures considered.

The Harbor Safety Plan is not intended to supplant or otherwise conflict with federal, state or local regulations developed under legal authorities.

Nor is the HSP intended to replace the good judgment of a vessel's master in the safe operation of his/her vessel.



STANDARDS OF CARE (PLAN CONTENT)

The Columbia River SOC's:

Were cooperatively drafted by regulators and industry representatives and provide information unique to the river system.

Are to be implemented in accordance with all International, Federal, State and Local regulations, and the normal practices of good seamanship.

Constitute the Minimum guidelines to be used in all referenced operations on the Columbia River System.

INCIDENT MANAGEMENT GUIDELINES

The Lower Columbia Region Incident Management Guidelines are intended to describe the expected initial actions and communications for commercial vessels and agencies involved in a marine incident.

The Harbor Safety Committee is committed to ensuring vessels safely transit the waters of the Lower Columbia Region while also keeping these waters from environmental damage caused by vessel casualties.

Initial actions – In addition to immediate response to protect life and property, contact the Coast Guard; pass details; establish communications schedule.

Broken Down By Casualty:

- Groundings

- Loss of steering

- Fire



GROUNDING

GROUNDING

Notifications

- USCG Sector Columbia River
- WA
- OR

See Section D for more information

- Activate VRP/NTVRP.
- Ensure all tanks/voids are sounded; pass results to USCG/Unified Command.
- Follow emergency shipboard procedures to prevent progressive flooding.
- Pass Drafts to USCG/Unified Command (Forward, midship, and aft on both sides, before and after grounding)
- The vessel may be directed to safe anchorage or mooring if it touched bottom but is still underway.
- If vessel is not hard aground, and there is no apparent damage, the Master/Pilot may be allowed to attempt to refloat, unless the vessel is holed (flooding/leaking), in which case it will be discouraged until the Coast Guard makes an on scene assessment.
- If the vessel is hard aground, the vessel will be directed to develop, and submit a salvage plan to the COTP for approval prior to attempting to refloat.

LOSS OF STEERING

REDUCTION OF PROPULSION OR STEERING

Notifications

- USCG Sector
Columbia River
(VHF-FM 16)
- WA
- OR

- Prepare for tug(s) of adequate size, horsepower, and bollard pull to maintain positive control in all expected weather/river conditions until safely moored to a shore-side facility.
- Consider the closest stern ball anchorage, lay berths, weather conditions, and the estimated time of repair for casualty, and the effect of a tide shift. Ships and tows with loss of power pose a significant risk to the area, and should not transit without tug assist and special precautions.
- Identify the cause of the casualty as well as make repairs necessary to regain minimum propulsion/steering.

FIRE

FIRE

Notifications

- USCG Sector
Columbia River
- WA
- OR

- Activate VRP/NTVRP.
- Follow emergency shipboard procedures to prevent progressive spread of fire.
- Prepare for tug(s) of adequate size, horsepower, and bollard pull to maintain positive control in all expected weather/river conditions until safely moored to a shore-side facility if subsequent loss of propulsion/steering occurs.
- Consider the closest stern ball anchorage, lay berths, weather conditions, and the estimated time of repair for casualty, and the effect of a tide shift. Ships and tows with loss of power pose a significant risk to the area, and should not transit without tug assist and special precautions

NAVIGATION GUIDELINES

The federally maintained channel is depicted on the NOAA charts by dashed black lines. The U.S. Army Corps of Engineers maintains a 600-foot wide channel in the Lower Columbia River designed for deep draft ship to provide an authorized depth of 43 feet below CRD or MLLW from River Mile (RM) 3 to 105.5. On the Mouth of the Columbia River (MCR) the U.S. Army Corps of Engineers is authorized to maintain a channel 2,640-foot wide to depths of 55 and 48 feet below MLLW from RM -3 to +3.



NAVIGATION GUIDELINES

Problem: As navigation with electronic charts becomes more commonplace, there has been an increasing trend by shallow draft vessels navigating within the confines of the federally maintained channel. This causes more close quarter situations with deep draft ships and is a hazard to safe navigation.

Procedure: Shallow draft vessels not requiring the dredged depth are reminded to navigate outside the federally maintained channel where there is sufficient water depth. This is the most prudent action when navigating near deep draft vessels that require the dredged channel depth. In some cases, a tug and barge or ship in ballast may leave the federally maintained channel to allow more room when meeting a deeply loaded ship.





SEVERE WEATHER GUIDELINES

Severe weather is any weather or natural activity that could negatively impact operations. Examples: high winds, storms, extreme heat, flooding, extreme high and low water levels, or natural disasters such as tsunamis, volcanic eruptions or earthquakes.

Impacts:

Severe weather reduces capabilities of river resources:

- Columbia River Bar and River Pilots

- Tug Assist

- Suspended Small Passenger Vessel Shuttle Service

Weather considerations

- Restricted visibility concerns during rain, fog, snow

- Unstable Platforms (high seas and swells)

- Hypothermic Conditions

Training/Contingency Planning:

Each vessel/facility has its own unique operating concerns which are affected by the complexity of the operation and weather conditions.

There are several bridges over the major waterways in the Lower Columbia Region and their operations could be curtailed due to severe weather.

FACILITATION OF COMMERCE

- Op Make Way – important and effective (AUX – educational/preventive side; L/E ops in collaboration with; NTM)
- Closing the River due to bar conditions
- Pilot expertise relied on
- Be cognizant of Port dredging schedules / ops (Longview, Kalama, Portland and Vancouver)
- Understand USACE organization, River Ops and Maintenance process – includes non-Federal sponsors.
- Willamette Superfund site; commerce concerns (depth challenges)
- Request you maximize use of HSC / AMSC
- Dredge OREGON – get on board!



WHY THIS SYSTEM WORKS SO WELL

The Columbia River System works extraordinarily well. In large measure it is because of excellent and sustained coordination and cooperation between these stakeholder groups, among many others:

Army Corps of Engineers	PNWA
Shaver Transportation, Foss Maritime, Tidewater	NOAA
Columbia River Bar Pilots	Port of Kalama
Columbia River Pilots	Port of Longview
Columbia River Steamship Operators Association	Port of Portland
Columbia River Project Coordination Team	Port of Vancouver
Lower Columbia Region Harbor Safety Committee	Merchants Exchange
Northwest River Forecast Center	U.S. Coast Guard

We like working with each other -- and we take pride in making the system work well. Moreover, we welcome new faces, new skills, and new ideas.



THANK YOU!

Kate Mickelson, Executive Director

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