



ON THE WATERFRONT

A Publication of the Waterfront Organizations of Oregon

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wooinc.org

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DREDGING

BY

Carl Von Dreele
(Class Harbor Moorage)

SO YOU WANT TO DREDGE YOUR RIVER MOORAGE.....

We at Class Harbor are blessed with a Columbia River location that is slow to silt in. So slow in fact that we forgot all about it. Early in 2001 the ground shaking from the Olympia earthquake showed us that at least one of our homes was touching bottom. Subsequent soundings revealed that many of our homes were in danger of grounding and eight did in the following months. By May 3rd we had gotten ourselves organized to the point where we knew we had to dredge and begin the permit application process.

We thought we could dredge during good weather in the summer - - wrong. The permitted window runs from the beginning of November through the end of February. We decided to push for a July/August start date anyway, and wound up with approvals for mid-October. We finished in mid-November, just before the cold and winds of winter set in. The timing was fortunate since 18 of our homes were parked on temporary booms at one time or other during the three-week project. Lesson Number 1, is to allow plenty of time to get permits, especially if you need to dredge outside the "window". The problem is to avoid dredging during fish migrations. Allow nine months for "in the window" applications and add at least three more for "out of the window".

Application procedures and requirements are complex and lengthy, involving multiple agencies at the federal, state, and local level. The requirements are also evolving and change frequently. This requires the applicant to verify the process each and every time a submittal is made. What you did when you last dredged will not meet current requirements - - guaranteed!

There are two lead agencies for you to begin with, the Army Corps of Engineers and the Oregon Division of State Lands. They will issue a joint permit on behalf of all of the other agencies, except for the city. The city is concerned with zoning issues for activities that may occur on the upland. In our case there were none, but yours may be, especially if you plan to dewater on the upland.

Based on our experience, we prepared a detailed checklist of things to do and plan for. It is too lengthy to include in this Newsletter, but is reproduced on WOO's web site. The keys to success are to pay attention to details and be persistent. Good Luck!

STATEMENT OF PURPOSE

1. To encourage and promote educational programs aimed at all users of Oregon's waterfront and waterways in order to increase public access to the river as a gathering place for a wide range of waterway activities.
2. To foster stewardship of Oregon's waterways with an eye toward environmental responsibility and recreational use, making our organization available for projects that benefit Oregon's waterways.
3. To monitor and communicate with governmental agencies to ensure that members are fully informed of waterway and waterfront regulations and policy changes that potentially impact the members of the waterfront community.
4. To network and associate with other groups as a resource for the common interests and benefits of all waterway users.

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- Member's Corner

Thanks to the contributors to this Newsletter:

Carl Von Dreele
Ron Schmidt
Dan Gulbrandson (Big Time)
John Shull
Timothy Jenkins
Bob Wilson

FLOATING HOME OWNERS

BY

Jean McNulty

Lost your floating home title and plate? The Marine Board tells us that they have forms for lost plates and that when a plate is lost you will need to fill out the "Lost Floating Home Application". The Marine Board will then issue a new title and plate. They advise that if a plate is lost a new title and plate number are issued. Please contact **Karen Hull** at the Oregon State Marine Board to obtain this application. Her phone number is **(503) 373-1405, ext. 223**.

This just in from Ron Schmidt regarding Law Enforcement

Ron reports that while talking to a neighbor and her daughter on the moorage dock while walking their dogs, her daughter asked "Is that a man on the fence?" They looked up from the docks and saw a Hispanic man standing upright on the top of the wrought iron security fence trying to free up an apparently new mountain bike he had lifted on the top spikes of the fence. He walked to the bottom of the ramp and asked, "What are you doing?" The man replied, "No hablo Ingles, Senior!". Ron responded, "What the heck are you doing?" To which the man responded "I am going to my camp, Senior." Ron said, "Why are you on moorage property?" and the man retorted, "I am taking a shortcut." Ron then asked "Did you have to lift your bike over the fence to get into the 'shortcut'?" To which, he did not reply. Since he was having trouble getting the bike over the fence, Ron walked back to his house to get his digital camera and then walked back to the bottom of the ramp and held up the camera to shoot. Upon seeing this, the Hispanic man squatted down on the top of the fence and tried covering his face.

Ron waited until he dropped his hands and took the photo.

The camp he referred to was most likely the transient camp west of the railroad tracks on the Port of Portland wooded and undeveloped lands.

While they tried to contact their security and police, neither could respond (budget cuts?). They watched him free the bike and ride westbound on the mobile home park's bicycle path, inevitably to his camp past the tracks.

The Port of Portland originally responded that this was not their issue as it occurred on moorage property and sent a plat showing their land is from the railroad bridge westward on the island (so, where does the buck stop?). Ron responded that they had a life and property safety issue because of the Port's "tenants". The Port then responded that they would work with the moorage to try to clear the transients out.

They are still wondering where the guy got the bike. Any inspirations?



ANNOUNCEMENT

We believe that we have ironed out the problems with the web site and except for about a week and a half during August when our host changed, we have updated it to show the minutes of the meetings monthly. You can view these minutes and other items of interest on www.woooinc.org. Scroll down to the bottom of the page and click next for additional pages. If you have anything you would like to announce on the site, e-mail Jean at jeanm@columbia-center.org and she will get approval from the Board to include it on the web site.

FIRE SWEEPS TWO MULTNOMAH CHANNEL MOORAGES WITHIN A MONTH

One of the most frightening things on the river is a fire, and the river community has had the experience of having two fires on the Multnomah Channel within a month. The first happened on August 12, during the early evening hours at Larson's Moorage near the Sauvies Island bridge, and involved boats. Our local WOO photographer extraordinaire (Dan Gulbrandson) took this picture from his boat across the river.



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The second happened more recently on September 4, at Big Oak Marina just south of Scappoose, Oregon and involved not only boats but floating homes. Several people lost everything in the fire because their homes were under construction at the time and they had not yet had the opportunity to purchase insurance. Altogether seven structures were lost, as well as docks and walkways. You can see the devastation from the picture below (also taken by world class photographer, Dan Gulbrandson).



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FIRE PREVENTION

By WOOO Member

John Shull, Assistant Chief, Scappoose Rural Fire District

The old saying "an ounce of prevention is worth a pound of cure" is never more true than when it is referring to destructive fires. Depending on the magnitude of a fire, an ounce may be worth a ton.

Over the last several months the area has been devastated with marina fire losses. The effects of these losses will certainly be long-term and should promulgate many safety plans and reviews of how work and operations are accomplished on marinas and moorages.

While there is national database for marina/moorage fire data, the indications are that most fires start in a vessel and then spread to the marina's structure. The origins of most of these fires come from shore power cables and overloaded circuits. Virtually all shipboard fires and explosions can be identified from one of the following causes:

- Smoking
- Chemical Reactions
- Electrical Equipment
- Stowage
- Galley Operations
- Fuel oil systems and transfer
- Hot-Work Operations
- Shore-side workers aboard performing cargo movement, repair and maintenance.
- Shipyard Operations
- Collisions
- Incendiary/arson fires

Once a marina/moorage fire starts, these infernos burn at a much more rapid rate and with more intensity than a house fire. In a marina/moorage fire, the "Fire Triangle", the three elements of air, fuel and heat needed for combustion is concentrated toward the fuel side. When these burning fuel loads are contained under a covered roof, spontaneous flashovers occur to adjacent boats, nearly always causing a catastrophic result.

If a fire occurs, crewmembers may rely on an early detection system to minimize losses, and portable extinguishers may be able to extinguish the fire in its beginning stage. Smoke detectors have consistently performed well, and have made the difference in saving lives and property. Oregon now requires that all new battery-powered detectors have a ten-year battery life. Portable fire extinguishers should be placed such that the maximum travel distance does not exceed 75 feet, and the location is clearly marked. Extinguishers must be serviced annually to ensure their proper working condition. Everyone should know how to use a portable fire extinguisher.

Fixed automatic fire suppression systems may also hold a fire in check or extinguish it. While the cost may be prohibitive for these systems, the Scappoose Rural Fire District has adopted the **Floating Structures Regulations**. Developed by Scappoose Rural Fire District and St. Helens Rural Fires District with input and review by local marina and moorage owners in 1993, this standard promotes life safety and property conservation through separation requirements between structures; dimensions for ramps, walkways, and gangways; minimum exiting; moorage identification; electrical safety; fire protection standpipe systems; and fire department access. The standpipe systems have been installed in a number of facilities within the District and provide essential water supply access to the Fire District.

If these extinguishing efforts fail and a fire is not halted, a well trained, properly equipped, and organized fire team will need to attack the fire. The Fire District trains throughout the year on strategies and tactics, equipment, and skill development. We incorporate marina and moorage response with our fireboat in this training regimen. The Fireboat and the District are first responders to shipboard fires and oil spills in the Multnomah Channel, and key components to the Willamette and Columbia Rivers from Portland to Longview.

While all of these resources and programs are quite necessary, the negative side is that fire damage has already occurred at the time they go into operation; that is, they are already reactionary remedies. Quick, effective fire suppression may be the difference between minimal and total loss. Fire department access and utilization of fire protection equipment at the marina/moorage can make the critical difference in the rapid mitigation of a fire.

Fire prevention, on the other hand, is a proactive approach and makes its impact before any damage occurs. No fire prevention program can provide 100% assurance that fire will not occur. However, an effective prevention program is the least expensive approach to fire protection because every fire has the potential to cause total loss. If a prevention program is effective, it may prevent a fire that would destroy an entire vessel, the marina and the lives of residents.

While the design of the marina or moorage can reduce certain hazards, the fact remains that proper management of the facility is an important element for reducing the risk of fire, electrical, and other hazards that threaten life and property. The initial minutes are the most vital in fighting a fire. In order to ensure effective application of the available firefighting equipment, it is essential that employees of the facility be trained in the equipment's use.

Continued next page

FIRE PREVENTION (Continued)

This can only be achieved through regular training and practice. The interest taken by management through active leadership and participation in the training of their personnel in fire protection will have the effect of bringing and keeping all employees up to a high standard of responsibility relative to both fire prevention and fire protection.

- Establish a Safety Committee and develop a crisis response plan with the Fire District that spells out the actions needed to remedy fire hazards and train staff.
- Have a contract with each slip or customer that clearly spells out marina/moorage fire prevention procedures—and enforce them!
- Routinely audit your customer files to ensure that their certificates of insurance have not lapsed.
- Don't let customers handle hazardous situations!
- Be proactive about your marina/moorage electrical system maintenance.
- Identify high risk boats, such as older vessels and those with vacant owners, that need extra vigilance.
- Remind customers and employees to turn off portable heaters when leaving a boat for **ANY** reason.
- Never leave oily rags or engine parts around dock areas and ventilate before performing any work.

If any of this has interest for you, I encourage you to visit the Fire District, find out about the programs and standards I have mentioned. Together we can work toward a safe and healthy river community.

Thank you for this opportunity to talk to you about fire prevention.

John Shull
 Assistant Chief
 Scappoose Rural Fire District
 (503) 543-5026
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REMEMBER!!!



LIFEJACKETS—WEAR THEM!

There have been a plethora of drownings this year and in every one of them, no life jackets were worn. Below you will find a picture of different life jackets. Please wear one of them when you are boating. Remember..... children under 12 **MUST** wear life jackets on the water. Make sure they are the proper kind that go through their legs so that the jacket doesn't slip off over their head. And all you macho guys, you wear one too! You probably have children and wives and friends who will miss you if you are not here.



Throwing devices are required on boats and it might be a good idea to keep one handy on your floating home. I am told it is a good idea to practice throwing the device you prefer, and to have a line attached to it so you can pull it back in. **OKAY!!! SAFETY FIRST!!!**



ANTENNAS FOR BOATS THAT REALLY WORK

BY
 Timothy Jenkins



As Direct TV and Dish Network become more and more popular in homes across the nation, new satellites are being launched to cope with the expanding programming. Because of the number of satellites that orbit in close proximity to each other, it is becoming much more difficult for marine "in motion" or "stabilized" Digital TV antennas to identify and lock onto the correct satellite. Early versions of Digital TV antennas did not have the technology to ignore the incorrect satellites and kept searching the sky until they located the right satellite.

A recent advance in solving this situation is the creation of the Digital Video Broadcasting standard (DVB). The DVB technology enables each satellite to transmit a unique identifying signature. Stabilized antennas that are DVB compliant read this signature to positively identify the desired satellite.

KVH Industries has combined new DVB technology with its proven television antenna system to create TracVision 4, the most recent advance in the company's line of award winning marine products. TracVision 4, is the first self-contained, in-motion marine satellite TV system that uses DVB technology to identify and lock onto the proper satellite signal.

The TracVision 4 receives and decodes signals from the DVB compatible DSS satellites in North America and Canada, automatically identifying, acquiring and tracking the one that provides service for the customer. In addition to integrated DVB technology for positive satellite identification, the TracVision 4 uses dual antenna mounted gyros and conical scan signal strength tracking to keep the antenna precisely pointed at the satellite once it is identified. By combining both dynamic and digital tracking, TracVision 4 maintains a continuous lock on the correct satellite.

The new high-end TracVision G4 model includes KVH's new GyroTrac sensor, which provides earth referenced heading data for faster satellite acquisition and reliable tracking regardless of vessel motion and speed changes. GyroTrac's patented three-axis gyro sensor delivers stabilized heading output that can also be integrated with current generation onboard electronics, such as radar and autopilot.

Measuring just 19.5" high and 19.3" in diameter, the TracVision G and G4 antennas will fit most boats over 35 feet and allow mariners to select Direct TV, Dish Network, or Bell ExpressVu to access news, entertainment, music and internet data as far as 100 miles offshore.

KNOW YOUR MEMBERS CORNER

Bob Wilson
WOOO President, 2003/4



After a slow start to the year because of the problem with getting the By-laws revised and voted on, Bob was elected President of the Waterfront Organizations of Oregon for 2003/04.

Born in California, Bob has been in Oregon since 1965. His home is in SW Portland,. He has two daughters and three grandchildren.

His background is as an automotive service manager. He has been on the sales team with Newhouse and Hutchins Towing Company for eleven years.

Bob has been involved with Tyee Yacht club for 18 years and has a boat house and a 24 foot cruiser there. He is a past Commodore and was instrumental in arranging for us to have our monthly meetings at the yacht club., which we really appreciate because it is centrally located and well known to all waterfront people. He was first invited to a WOOO meeting by friend, David Grant., and reports that as he found out more about the organization, he realized it paralleled many of his viewpoints regarding our waterways. He believes that much of the livability of our area is the access, use and enjoyment of our waterways and believes that recreation, commercial uses, and preservation can co-exist.

Many groups and governmental agencies have interests that may or may not be good for all Oregonians, and through our organization he hopes we can continue to inform, advise and educate all who love our lakes, streams, rivers and ocean so that our grandchildren can have the same opportunities as we do.

On a personal note, he likes boating, fishing, golf, racket ball, and cooking, and he has had the same barber for 38 years.