USCG THIRTEENTH DISTRICT
AIDS TO NAVIGATION & WATERWAYS MANAGEMENT BRANCH

Waterways Analysis and Management System

FY15 GRAYS HARBOR
WATERWAY NUMBER 13012

Drafted: _____ 14APR15
LTJG Amy Tynan, D13 WAMS Officer

Approved: _____ 14APR15
LCDR Michele Schallip, D13 (dpw)

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I. WATERWAY DESCRIPTION

This study encompasses the waters of Grays Harbor from the main channel entrance to inside the mouth of its source, near Aberdeen, on the Chehalis River. This is the second combined WAMS after a reorganization of the waterway in 2000. The last WAMS was conducted in 2001.

According to *Coast Pilot 7, 2015 Edition,* the Grays Harbor entrance is about 40 miles north of Cape Disappointment and 93 miles south of Cape Flattery. The bay entrance is about 1 mile wide, but shoals extending south from Damon Point and north from Westport reduce the navigable channel to a width of 0.6 mile. From its entrance the bay extends east for 15 miles to the mouth of the Chehalis River, and it is filled by shoals and flats with one marked and maintained channel.

Coast Pilot 7 describes the Pacific Northwest Coast as usually mild, windy and rainy in winter, cool and pleasant in summer, with some periods of fog. In Grays Harbor, wind and fog conditions are often local and different from conditions offshore. Radiation fog often blankets the waterway in the fall and winter. Storms bring cloudy days with highs in the mid-forties and lows in the middle to upper thirties. From October through March, these storms are responsible for predominantly E to SE winds which reach gale force three to six percent of the time. From October through February, visibility drops below 0.5 mile for three or four days per month. In Grays Harbor, sound signals may operate up to 35 percent of the time. Conditions improve in the spring, with less frequent storms and diminishing winds that blow more from a west direction. Summer is the true fog season, where advection fog generally reduces visibility to below 0.5 mile on 3 to 10 days per month.

Users in the waterway include commercial fishing vessels, deep draft, recreational and U.S. Coast Guard. There is no deep draft traffic up river of Cosmopolis. According to the Port of Grays Harbor, in 2013 the average for deep draft vessel transits was 8.6 arrivals per month. In 2014, the average was 9 arrivals per month. This is an increase since the last WAMS study in 2001, which was 5 deep draft vessels per month. The Port is expecting increasing deep draft traffic as bulk liquids transport is expanding.

Pilotage is compulsory for all foreign vessels and U.S. vessels under enrollment and registered in foreign trade. The Port of Grays Harbor currently has three Washington State licensed pilots and one in training. The pilots serve Grays Harbor, Chehalis River, and Willapa Bay, and their office is located in Aberdeen, WA.

There are several bridges in the area within this study of Grays Harbor.

Bridges				
BRIDGENAME	**WTRWNAME**	**WTRWMILE**	**LOCATION**	**LLNR**
Chehalis River Bridge (US-101)	Chehalis River	0.1	Aberdeen, Grays Harbor County, Washington	15897
South Montesano Bridge	Chehalis River	13.2	Near Montesano, Grays Harbor County, Washington	
Keyes Road Bridge	Chehalis River	21.3	Near Satsop, Grays Harbor County,	

Bridges				
BRIDGENAME	WTRWNAME	WTRWMILE	LOCATION	LLNR
			Washington	
Elbow Riffle Bridge	Chehalis River	24.9	Near Elma, Grays Harbor County, Washington	
Porter Road Bridge	Chehalis River	34.3	Near Porter, Grays Harbor County, Washington	
Unknown	Chehalis River	44.0	Near Oakville, Grays Harbor County, Washington	
Unknown	Chehalis River	54.2	Rochester, Thurston County, Washington	
Unknown	Chehalis River	54.2	Near Rochester, Thruston County, Washington	
Unknown	Chehalis River	59.9	Grand Mound, Thurston County, Washington	
Unknown	Chehalis River	63.4	Galvin, Lewis County, Washington	
Galvin Bridge	Chehalis River	64.2	Near Centralia, Lewis County, Washington	
BNRR Bridge	Hoquiam River (trib to Chehalis River)	0.3	Hoquiam, Grays Harbor County, Washington	16071.1
Simpson Avenue Bridge	Hoquiam River (trib to Chehalis River)	0.5	Hoquiam, Grays Harbor County, Washington	16071.2
BNRR Bridge	Hoquiam River (trib to Chehalis River)	2.5	Hoquiam, Grays Harbor County, Washington	16071.4
Riverside Bridge	Hoquiam River (trib to Chehalis River)	0.9	Hoquiam, Grays Harbor County, Washington	16071.3
West Fork Hoquiam River Bridge1	Hoquiam River, West Fork	8.8	Near Hoquiam, WA	
Johns River Bridge	Johns River (flows into Grays Harbor)	0.8	Near Markham, Grays Harbor County, Washington	

Bridges				
BRIDGENAME	WTRWNAME	WTRWMILE	LOCATION	LLNR
BNRR Bridge	Wishkah River	0.1	Aberdeen, Washington	16072.1
Heron Street Bridge	Wishkah River	0.2	Aberdeen, Washington	16072.2
Wishkah Street Bridge	Wishkah River	0.4	Aberdeen, Washington	16072.3
Young Street Bridge	Wishkah River	1.0	Aberdeen, Washington	
Unknown	Wishkah River	9.5	Near Aberdeen, Washington	

There were no issues with bridge openings, clearances, locations, or pending construction found in this WAMS, with the exception of the Chehalis River Bridge. Details are in the "Issues Found" section of this report.

II. INFORMATION COLLECTION

Public comments were solicited through Local Notice to Mariners, Grays Harbor Safety Committee meeting, ship rides, in person, e-mail distributions and phone conversations. The announcement in the Local Notice to Mariners included a link to the Coast Guard D13 WAMs website where the questionnaire was located. Questionnaires were also directly e-mailed to the Port of Grays Harbor, a pilot, a towing vessel operator, Coast Guard Station Grays Harbor and other Coast Guard units who have assigned aids to navigation in Grays Harbor. A press release was published via D13 Public Affairs (enclosure 1) and letters were sent to representatives of the Quinault Tribe (enclosure 2).

The D13 Waterways Deputy and the WAMS officer attended the Grays Harbor Safety Committee meeting on October 21st 2014. The WAMS survey was announced and the realignment of the main channel and its effects on navigation ranges were discussed. The meeting minutes from the safety committee meeting are included in enclosure 3. Much of the meeting discussion involved dredging for the main channel, marine terminals, and Westport Marina. The Port of Grays Harbor recently received approval for channel deepening and dredging the Westport Marina scheduled to occur in 2016 or 2017. This will help mariners safely enter the marina amongst shifting shoal waters. Energy projects, pilot safety, and the potential re-opening of timber operations and other local issues were discussed.

The Washington Department of Ecology and City of Hoquiam are drafting three environmental impact statements for proposals at the Port of Grays Harbor. Westway Terminal, Imperium Renewables, and U.S. Development/Grays Harbor Rail Terminal have proposed bulk liquid storage facilities at the Port that would handle bulk liquids by rail and vessel, including crude oil. Additional information on these environmental reviews can be found at www.ecy.wa.gov.

The US Army Corps of Engineers (USACE) analyzed three alternatives for dredging and maintaining the Grays Harbor navigation channel. Documents detailing these analyses are available at http://www.nws.usace.army.mil. The environmental analysis presented in the Integrated Final Supplemental Environmental Impact Statement

(SEIS), dated June 2014 by the USACE, determined that the effects of dredging the navigation channel an additional 2 ft from its current depth (-36 ft to -38 ft) will be minor or not adverse. Mitigation measures will be implemented to reduce potential environmental impacts during dredging.

User rides were conducted with Coast Guard STA Grays Harbor and Brusco Towing. The STA Grays Harbor user ride began just prior to and during the evening bar report, where the harbor entrance and lower channel aids to navigation were observed. The user ride with Brusco occurred mid-day and covered the eastern half of the main channel from just west of Grays Harbor North Channel Lighted Buoy 25 (LLNR 15695) to Aberdeen. Issues found and discussions from these user rides will be covered in the "Issues Found" section of this report.

U.S. Coast Guard District 13 Waterways (DPW) has proposed to add a Synthetic AIS (Automatic Identification System) identifier on Grays Harbor Approach Lighted Whistle Buoy GH (LLNR 725) to test the use of AIS as a navigational tool.

Enclosure 4 lists all the federal ATON that had been discrepant over the past two years. Grays Harbor Light (LLNR 720), Grays Harbor Entrance Lighted Whistle Buoy 6 (LLNR 15570), and Grays Harbor North Channel Range D Front Light (LLNR 15735) are the only aids that had three or more discrepancies from January 2013- 2015. The dayboard for North Channel Range D had been detached due to heavy winds/weather but that is the only known consistent cause for any federal aid discrepancy.

There are eighteen private aids to navigation (PATON) in the waterway; all are Class I (enclosure 5). There are no major or recurring issues with Grays Harbor PATON.

The WAMS Criticality Group for each segment of the Grays Harbor Waterway was reviewed with DPW's Projects and Planning Specialist. Findings from this review are detailed in the "Issues Found" section of this report.

A Fourth of July fireworks display is the only annual marine event in Grays Harbor. It is held in conjunction with the Westport Fourth of July Celebration. A Limited Access Area is established during this event.

There is one Regulated Navigation Area (RNA) in Grays Harbor at the bar of the waterway. According to the Commanding Officer at STA Grays Harbor, the bar has been regulated for over 25 years. Its boundaries are adequate and provide the STA ability to control regulated traffic in the most hazardous area of the waterway.

Commercial freight commodities have been increasing in Grays Harbor, especially in foreign exports. In the year 2000, there were 496,524 tons of foreign exports. In 2012, foreign exports were 1,698,128 tons. Domestic vessel traffic and commodities have decreased between 2000 and 2012. More detailed information on freight traffic, commodities, drafts, and vessel lengths are included in enclosure 6. The data was derived from the US Army Corps of Engineers Navigation Data Center and *Waterborne Commerce of the United States Reports* from 2004 to 2012.

The average deep draft vessel length arriving and departing the Port of Grays Harbor in 2012 was approximately 619 feet. Both arriving and departing vessel lengths have increased by 13% between 2005 and 2012. This information originated from the *Grays Harbor, Washington Navigation Improvement Project Feasibility Study Final Limited Reevaluation Report, June 2014* prepared by the USACE.

According to the Port of Grays Harbor, Westport Marina is the largest coastal marina in the Pacific Northwest and home to Washington's largest charter fishing fleet.

The marina offers moorage space for 600 charter, commercial and sport fishing vessels. The town of Westport is the 11th largest port for edible catch in the nation making up nearly 50% of all Washington state commercial fish landings (*Ocean Gold Seafoods,* 2015). In September 2012, *The Daily World* reported that Westport supplied 116 million pounds of fish and shellfish in 2011. The landings include albacore, cod, dungeness crab, shrimp, whiting, and other fish. D13's Enforcement Branch predicts no major changes for Grays Harbor fisheries apart from the natural fisheries population cycle and the allowable catch regulations that follow.

As of this report 2,870 recreational vessels were registered in Grays Harbor County according to the *Vessel Registration Report* from Washington State Department of Licensing. This includes Tribal members who are required to comply with state recreational boating safety laws. The Forecasting Group from the WA Department of Licensing stated that registration has been gradually declining state wide since the discontinuation of renewal notices in 2009.

The Grays Harbor Geographic Response Plan (GRP) lists nine specific Geographic Areas of Concern within and surrounding Grays Harbor; ocean beaches, Grays Harbor Entrance, Oyhut/Damon Point, North Bay, South Bay and Elk River Estuary, North Channel (Whitcomb Flats and Sand Islands), Johns River, Bowerman Basin and Mini Moon Island, and the Chehalis River. Reasoning behind these Geographic Areas of Concern are detailed in enclosure 7, including types of habitats and wildlife.

III. ISSUES FOUND

The U.S. Army Corps of Engineers realigned the federally maintained project which will decrease their dredging costs and operations. This new channel will be implemented in the summer of 2015. As a result of this realignment, the U.S. Coast Guard will need to disestablish three ranges since they will no longer mark the center of the channel and rebuild three ranges. The ranges being disestablished are Grays Harbor South Reach Range AA (LLNRs 15665 and 15670), Grays Harbor North Channel Range B (LLNRs 15685 and 15690), and Grays Harbor North Channel Range C (LLNRs 15715 and 15720). Although they are being disestablished as ranges, D13 DPW is considering leaving the front range structures in their current positions and placing a single yellow light on each. This will allow the Grays Harbor pilots to continue using the structures as radar targets to safely navigate the channel, especially in reduced visibility conditions. The three ranges that will need to be made discrepant and eventually rebuilt are Grays Harbor North Channel Range D (LLNRs 15735 and 15740), Grays Harbor North Channel Range E (LLNRs 15745 and 15750), and Grays Harbor North Channel Range F (LLNRs 15785 and 15790) to accurately mark the center of the channel.

Buoys marking the main channel will need to be relocated; many factors are considered when determining the most suitable positions for these aids (what types of vessels transit that area, whether there will be annual maintenance dredging, etc). The buoys that will need to be relocated are Grays Harbor South Reach Lighted Buoy 24 (LLNR 15680), Grays Harbor North Channel Lighted Buoys 25 (LLNR 15695), 27 (LLNR 15705), 29 (LLNR 15725), 32 (LLNR 15755), 34 (LLNR 15760), and 35 (LLNR 15765). D13 DPW will coordinate with multiple Coast Guard units to best position the

existing aids. The Advanced Local Notice to Mariners regarding changes to the ATON system due to channel realignment is included in enclosure (8).

The Port of Grays Harbor operates four marine terminals. However, the Coast Pilot says the port operates three marine terminals, Terminals 1, 2, and 4. Terminal 3 is not listed.

In 2013, as a result of a proposed change and not receiving any substantive negative comments, Grays Harbor Entrance Light Buoy 5 (LLNR 15565), outside the mouth of the harbor, was disestablished. After discussing with Coast Guard STA Grays Harbor it was discovered after the removal that Buoy 5 was very useful to the station. Buoy 5 was used as a waypoint and visual/radar reference to gauge the distance from shore when moving south from Ocean Shores and to stay clear from the North Jetty.

The Point Chehalis Range Front Light (LLNR 15585) is reported to be too dim by STA Grays Harbor crew, even in optimal visibility.

In Whitcomb Flats across from the Westport Marina, the crew members at STA Grays Harbor reported shoal water extends the line drawn between Westhaven Light 7 (LLNR 16001) and South Bay Channel Daybeacon 1 (LLNR 16030). This causes a hazard to mariners going to the marina.

The Brusco tow operator stated that there is shifting shoal near Grays Harbor North Channel Lighted Buoy 25 (LLNR 15695) and it is an area where mariners need to take extra caution especially during high tide and heavy weather.

STA Grays Harbor has observed private contractors disposing sediment in the PT Chehalis Reach disposal site (enclosure 9). In years past, USACE and contractors have also disposed sediment in the South Jetty disposal site (enclosure 9). STA Grays Harbor believes that dumping at these designated disposal areas may be increasing swells at the RNA, as surf conditions have been changing and becoming more dangerous over the past few years.

Port of Grays Harbor mentioned that Weyerhaeuser has reached out to request support to reopen operations locally. Concerns associated with these operations are bridge navigation and dredging for the area of waterway. The Port is researching if funding is available to support Weyerhaeuser for annual maintenance, etc.

One mariner who responded with a Grays Harbor Questionnaire stated that there should be an aid to mark the tip of the submerged jetty near the South Jetty.

The most recurrent concern from the local mariners (primarily fishermen) was the numerous crab pots and buoys in the bar and throughout the main channel. STA Grays Harbor normally concentrates its enforcement efforts from Grays Harbor Entrance Lighted Whistle Buoy 8 (LLNR 15571) to Grays Harbor South Reach Lighted Buoy 15A (LLNR 15630), all along the mouth of the harbor. They do their best to identify and inform the owners to help clear the navigable channels. Sometimes heavy weather moves crabbing gear into the channel.

One tow vessel operator mentioned the Chehalis River Bridge not always being dependable due to mechanical problems. This issue was referred to the DPW Bridge Administrator.

During the review of the WAMS Criticality Groups, segment 15540 to 15805, which covered the entire bar and main channel, was divided into two segments: 15540 to 15615 (Grays Harbor Bar to Reach A) and 15620 to 15805 (Reach A to Cow Point). This was because the environment and physical characteristics of the former segment is much

different than the latter. Segment 15540 to 15615 was determined to be Navigationally Critical due to higher ATON discrepancy rate, fixed aid establishment difficulties, and more dangerous seas. Segment 15620 to 15805 was not considered Navigationally Critical because it did not fully meet the definition for Navigationally Critical in the Aids to Navigation Administration Manual, COMDTINST M16500.7A. The Navigationally Critical categorizations for the remainder of the segments are recommended to remain as is due to physical characteristics (more densely populated) and difficult navigation conditions (fog).

A close inspection of all segments was conducted to determine if any segment should be considered environmentally critical. COMDTINST M16500.7A describes an Environmentally Critical Waterway as:

> Virtually all waterways are considered environmentally sensitive. Environmentally critical waterways pose higher environmental risk levels, where a degradation of the aids to navigation system would present an unacceptable level of risk to general public safety or to the environment. For example, waterways that traverse densely populated areas and are used to transport hazardous materials or dangerous cargoes as defined in Titles 46 and 49 of the CFR. (3-14)

Currently, chemicals and petroleum products are not the most commonly transported commodities in the Port of Grays Harbor. However, there may be an increase in petroleum products depending on future establishments of bulk liquid storage facilities. Since Grays Harbor has several rookeries for Harbor Seals and is a foraging area for Grays Whales, it is recommended to keep the Environmentally Critical segments as is.

The Port of Grays Harbor is designated as an alternate Strategic Commercial Seaport for the Port of Tacoma within the *National Port Readiness Network Memorandum of Understanding on Port Readiness*. Strategic Commercial Seaports are U.S. ports designated to support major force deployments during the initial surge period under one or more national defense contingency plans or other national emergency. Because Grays Harbor is an alternate port, adding militarily critical categorizations for segments on the main channel between the Bar and Aberdeen should be considered.

STA Grays Harbor's greatest concerns when a RNA is in effect are the recreational vessels and uninspected commercial passenger vessels. They may be crossing due to lack of awareness. Deep draft vessels and pilots have generally followed the occasional Captain of the Port (COTP) closures and restrictions. The commercial fishing vessel fleet as a whole has complied when COTP closures are implemented. However, they represent a group that may violate these closures if the perceived immediate economic impact is greater than the potential fines incurred from crossing the RNA.

IV. RECOMMENDATIONS AND ANALYSIS

A. Reestablish Grays Harbor Entrance Light Buoy 5 (LLNR 15565) and disestablish Grays Harbor Entrance Lighted Whistle Buoy 6 (LLNR 15570), which is located approximately 0.25 nautical miles from Grays Harbor Entrance Lighted Whistle

Buoy 8 (LLNR 15571). STA Grays Harbor crew members mentioned that the only issue with disestablishing Buoy 6 is that some local fishermen use both Buoys 6 and 8 as a point of reference for releasing fishing gear.

B. Rebuild Point Chehalis Front Range (LLNR 15585). The current Point Chehalis Front Range was built in 2009 directly next to the old range. There may be an old sewage pipe attached to the old range (enclosure 10), and due to weather conditions and currents in that location, the range and its light are difficult to access. D13 DPW has proposed to the Civil Engineering Unit to rebuild the front range or build a new front range at the surf line. The proposals are attached in enclosure 11. Due to the hazards and risk to personnel and the difficulty in accessing the light, it is recommended to leave the Front Range light as is until funding is approved to fix the entire range.

C. Relocate Grays Harbor North Channel Lighted Buoy 25 (LLNR 15695) and other impacted aids after the establishment of the new channel.

D. Refer to the USACE the concerns brought up by STA Grays Harbor about dumping sediment in the PT Chehalis Reach and South Jetty disposal areas.

E. Do not establish an aid to mark the submerged south jetty. Grays Harbor Entrance Lighted Whistle Buoy 8 (LLNR 15571) is already approximately 250 yards from the tip, and the surf near the jetty will make maintaining the aid very difficult and dangerous.

F. Add a Synthetic AIS identifier to Grays Harbor Approach Lighted Whistle Buoy "GH," and following consultation with waterway users, consider removal of the hull after 6 months. This proposal is to test the use of AIS as a navigational tool.

G. Add Militarily Critical categorizations to segments 15540 to 15615, 15620 to 15805, 15810 to 15865, and 15870 to 15900 for the ATON Criticality Groups. The Port of Grays Harbor is designated as an alternate Strategic Commercial Seaport for the Port of Tacoma within the *National Port Readiness Network Memorandum of Understanding on Port Readiness*.

V. ACTION SUMMARY

Approved	Not Approved	
		A Coast Pilot Report will be submitted to the National Ocean Service who will make the change that the Port of Grays Harbor operates four marine terminals (including Terminal 3).
		D13 DPW will begin process to reestablish Grays Harbor Entrance Light Buoy 5 (LLNR 15565) and possibly disestablish Grays Harbor Entrance Lighted Whistle Buoy 6 (LLNR 15570).
		D13 DPW will adjust, disestablish or "make discrepant" ranges impacted by the USACE channel realignment project.

D13 DPW will engage with USACE regarding perceived effects of dumping in the PT Chehalis Reach and South Jetty disposal areas.

Mark the south submerged jetty. However, Grays Harbor Entrance Lighted Whistle Buoy 8 (LLNR 15571) is approximately 250 yards from the tip.

Place synthetic AIS identifier to Grays Harbor Lighted Whistle Buoy "GH." After six months, review the need for the physical buoy with recommendations from Grays Harbor Pilots and possibly remove the buoy.

Add Militarily Critical categorizations to segments 15540 to 15615, 15620 to 15805, 15810 to 15865, and 15870 to 15900 for the ATON Criticality Groups.

13th District Pacific Northwest Public Affairs
U.S. Coast Guard

U.S. Department of Homeland Security
United States Coast Guard

News Release

October 29, 2014

Contact: U.S. Coast Guard 13th District External Affairs
Office: (206) 220-7237

COAST GUARD CONDUCTS WATERWAYS ANALYSIS STUDY OF GRAYS HARBOR, SEEKS PUBLIC COMMENT

SEATTLE — Coast Guard officials are seeking public comment while conducting a waterways analysis and management system review of Grays Harbor.

Officials are seeking information from local mariners regarding the general use of the waterways and any issues with the visibility, placement or location of aids to navigation in that area before the comment deadline of Jan. 31, 2015.

This WAMS is the second combined WAMS and includes five old waterways: Grays Harbor Main Channel, Hoquiam Reach, North Bay, South Channel and South Bay.

Coast Guard officials use WAMS to validate the adequacy of the existing aids to navigation systems and to get a better understanding of the uses of each waterway and general safety issues. WAMS focuses on the waterway's present ATON system, marine casualty information, port and harbor resources, changes in recreational and commercial marine vessel usage and future dredging and development projects.

For more information, visit the Coast Guard District 13 WAMS website: http://www.uscg.mil/d13/dpw/wams.asp (http://www.uscg.mil/d13/dpw/wams.asp)

Encl: (1)

Please submit comments to:

Commander

United States Coast Guard Thirteenth District (dpw)

915 Second Ave.

Seattle, WA 98174-1067

Attn: LTJG Amy Tynan

Phone: 206-220-7283 (tel:206-220-7283)

Fax: 206-220-7265 (tel:206-220-7265)

Amy.A.Tynan@uscg.mil (mailto:Amy.A.Tynan@uscg.mil)

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U.S. Department of Homeland Security

United States Coast Guard

Commander
United States Coast Guard
Thirteenth District

915 Second Ave.
Seattle, WA 98174-1067
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Phone: (206) 220-7283
Fax: (206) 220-7265

16519
November 10, 2014

Quinault Indian Nation
Attn: Natural Resources Director
P.O. Box 189
Taholah, WA 98587

Dear Mr. Bingaman:

United States Coast Guard Officials are seeking the Quinault Tribe's comment while conducting a waterways analysis and management system (WAMS) review of Grays Harbor. The purpose of the WAMS is to validate the adequacy of the existing aids to navigation (ATON) systems and to get a better understanding of the uses of the waterway and general safety issues. WAMS focuses on the waterway's present ATON system, marine casualty information, port and harbor resources, changes in recreational and commercial vessel usage and future dredging and development projects.

Attached are copies of the questionnaire for this WAMS review; please feel free to use this questionnaire as one way to communicate concerns regarding Grays Harbor's future dredging/development projects, tribal fisheries, etc.

The questionnaire is also available on the Coast Guard District 13 WAMS website: http://www.uscg.mil/d13/dpw/wams.asp. If you have any questions contact my representative, LTJG Amy Tynan, at (206) 220-7283 or at Amy.A.Tynan@uscg.mil. We look forward to hearing your input.

Sincerely,

M. L. Schallip
Chief, Waterways Management Branch
U.S. Coast Guard District Thirteen

Copy: Mr. Ed Johnstone, Fisheries Policy Spokesperson

Encl: (2)

U.S. Department of Homeland Security
United States Coast Guard

Commander
United States Coast Guard
Thirteenth District

915 Second Ave.
Seattle, WA 98174-1067
Staff Symbol: dpw
Phone: (206) 220-7283
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16519
November 10, 2014

Quinault Indian Nation
Attn: Fisheries Policy Spokesperson
P.O. Box 189
Taholah, WA 98587

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The questionnaire is also available on the Coast Guard District 13 WAMS website: http://www.uscg.mil/d13/dpw/wams.asp. If you have any questions contact my representative, LTJG Amy Tynan, at (206) 220-7283 or at Amy.A.Tynan@uscg.mil. We look forward to hearing your input.

Sincerely,

Michele Schallip

M. L. Schallip
Chief, Waterways Management Branch
U.S. Coast Guard District Thirteen

Copy: Mr. Dave Bingaman, Natural Resources Director

Harbor Safety Committee
MEETING MINUTES
October 21, 2014

Harbor Safety Committee Meeting 2014 – Meeting 8
The Harbor Safety meeting of October 21, 2014 was called to order by Chair John Doucette at 10:04 a.m. at the Port of Grays Harbor Commission Chambers in, Aberdeen, Washington.

Those in attendance at the meeting were as follows:

John Doucette	Westway Terminals
Mike Johnson	Port of Grays Harbor
Brian Shay	City of Hoquiam
Leonard Barnes	Port of Grays Harbor
Marisa Yauch	Port of Grays Harbor
Fred Goheen	Jones Stevedoring
Kevin Campbell	Brusco Tug and Barge
Craig Wear	Transmarine
Gary Nelson	Port of Grays Harbor
Darren Deloe	Imperium Grays Harbor
Doug Coburn	General Steamship Corp.
Junior Gooding	Quinault Tribe
Ken Lawrenson	USCG
Sean Orr	Department of Ecology
Kelly Atkinson	Talon Marine Services LLC
Amy Tynan	USCG
John Moriarty	USCG
Mandy Garcia	Pasha Stevedoring Terminals

Items discussed were as follows:

Introductions:

From the Chairman

- John Doucette completed roll call for all attendees present and over the phone.

Approval of August Minutes:

- After brief discussion of the segment pertaining to a potential removal of the GH bouy, it was settled that the discussion of this is still under way and the USCG is still taking comment while also looking at a realignment of multiple buoys and range markers. Doug Coburn made the motion to approve the minutes from August 19th, 2014, these were unanimously approved.

Encl:(3)

Reports:

Port

- Gary Nelson reported on dates for upcoming dredging. There will be a two week window from November 10th to November 22nd where there will be maintenance dredging for our marine terminals. This will include all four berths to be dredged to a -41 foot depth. They will be starting at crossover reach and anticipate removing approximately 110,000 cubic yards of sediment.

- Mike Johnson presented a report on recent pilot boat repairs. The pilot boat is how our pilots usually get on a large vessel entering the Port of Grays Harbor. If seas are too rough pilots will arrive by helicopter, but it is more cost effective and easier to use the pilot boat. Because it is an important piece to vessel traffic and our pilots are very comfortable with the boat the port owns we work diligently to make sure it is serviced regularly for maintenance and safety. Mr. Johnson showed a slide presentation detailing the repairs needed which included paint, hull damage, repair of deteriorated metal, repair of bilge piping, repair of bumpers and more. The boat was out of the water for a total of four days and costs for these repairs were about $32,000.00.

Ecology

- Sean Orr from Ecology spoke of the first draft on the marine and rail reports for transport of Crude oil through our state. This document is posted on the DOE website under spills program/marine and rail oil transportation study. There are upcoming meetings in October to study the preliminary findings and recommendations.

  Gary Nelson asked if this report covers the entire state or just Grays Harbor. Mr. Orr stated that the report covers the state of Washington.

  Mr. Orr also reported that on September 19th they participated in a safety spill drill with Imperium. All reported the drill went smoothly and DOE was happy with the safety measures they have in place.

Coast Guard

- Amy Tynan and John Moriarty introduced themselves. Ms.Tynan spoke of an, Aids to Navigating Waterways, study she is conducting. They are considering a new channel route and will be creating a report for any changes that may be needed. All safety concerns are taken into consideration or forwarded to USACE if it is their area of expertise. Ms. Tynan said that an announcement of the study will be on the local notice to mariners where there will be a PDF with charts etc.

- John Moriarty spoke of the channel realignments of which they are still looking for funding. The USCG is currently looking into a plan to dis-establish three range board markers and adjusting three others. If they are dis-established, the Coast Guard will be working to consider the urgency of completely removing the markers or potentially

leaving them in the water if they are not causing confusion or interference. The changes will be taking place in the summer of 2015. The proposed changes are to remove alpha alpha, bravo and charlie range markers in the crossover and to move markers delta echo and foxtrot on the North channel.

Gary Nelson asked of the decision had been made on a change for the GH buoy. He stated that this is used as a meeting point for inbound vessels, where the pilot meets the ship to bring it into the channel safely.

Mr. Moriarty said that he needed to look into this and if a decision has been reached in regard to this buoy. He stated that it may be removed, but that if this were the case there would likely still be an AIS signal at that point that all could use. When used as a meeting point buoys can get run over and sink, but the signal would still be there.

- Ken Lawrenson from the Portland Coast Guard gave updates on the energy projects proposed by Haven energy for the transport of propane and butane through the Port of Longview. They are in the final process of the waterways suitability assessment and then it will be going out to more areas for comment. He also reported that the Port of Portland is working on a second propane export project and LPG facility.

  Gary Nelson asked about the projects Port of Kalama is working on. Mr. Lawrenson was not aware of anything coming up that was beyond public knowledge.

  There was mention of the permitting for these projects. He stated that he thinks there are different safety requirements for propane and methanol.

Corps of Engineers

- No report

Incidents / Communications Discussion

- Gary Nelson mentioned that there was a pilot incident at the Port of Port Angeles recently. The pilot was hit in the head by a magnet that was modified for use to further stabilize the ladder. The magnet dislodged and hit the pilot in the head. The pilot did have a helmet on and will be ok, but if he did not this would have been a more serious injury. This led to a discussion of PPE enforcement and having suggested equipment when working on or near vessels added to the Standards of Care document. Though the HSC cannot enforce this, it is a good idea to have it documented that the group encourages personal safety when working.

  John Doucette agreed that there are requirements on docks and a range of functions that should be enforced for safety equipment.

  Kevin Campbell stated that his business has certain requirements and if they are not met they are not allowed to work. He thinks that whichever entity would be legally

responsible if something went wrong should have clear safety standards in place. If the employee does not meet the requirements they should not be allowed to work in that position.

Mr. Nelson would like to have this documented and added to our SoC.

Presentations

- No presentations.

Old Business

- John Doucette mentioned that Doug Coburn, Kevin Campbell and he had worked on updating the Grays Harbor Safety Committee Charter document to more clearly define voting member groups. There were a few questions in regards to the exclusivity of the groups and a few members felt this may not quite capture the objective intended. This will be looked at again and revised. The main goal of the HSC is to make sure all perspectives for different issues in the harbor are heard and a vote is cast by a member from each area. The definitions are a great start, but a bit more clarity would be beneficial.

  Gary Nelson suggested tabling the issue and we will discuss changes at the next meeting.

New Business

- Anchorage of large vessels off of Westport has come into question by the DOE recently. There was question over a few vessels that docked off the coast of Westport for somewhat extended periods of time over the summer months. It was noted that outside of 3 miles off the coast is US Coast Guard jurisdiction. John Moriarty from the Coast Guard stated that a captain is allowed to anchor anywhere they feel is safe. The Port was not aware of a time where a ship had been docked in the water for a few days. Sean Orr stated that he would retrieve documentation showing an instance where this happened. It was noted that it was a busy summer and many ports were full so these could have also been boats waiting to enter other nearby ports, but found the water here safe and calm.

- Gary Nelson mentioned that ICF may be contacting companies in the area for input on CBR.

- Mr. Nelson also mentioned that USD conducted two scoping meetings on October 16th and that the public comment period for their proposal will go through November 3rd. They plan to have a draft EIS in December and the public should be able to comment in January.

- Mr. Nelson reported that the Port received approval for the channel deepening, but the funding still needs to be finalized. The Port will be asking the state for 4.5 million to help with our match portion, while we will contribute another million dollars towards the project. We will also be dredging the Westport Marina with this project. The earliest this may take place would be 2016 or 2017.

- Gary Nelson also mentioned a new plan for maintenance dredging coming up next fall. This dredging will not conflict with the Quinault fishing season; we will work closely with them to avoid this issue. The Port will be asking agencies for a 30-day extension for dredging due to a tight timeline which will be a 2-part process starting next July, and then there will be the fishing so the next part will take place in the winter. It will be a bit more costly this way, but it will be worth it to be sure we are all working together.

- Next, Mr. Nelson mentioned that Weyerhaeuser has reached out to request support to reopen operations locally. Some issues with this would be bridge navigation and dredging for the area of waterway they would need tended. The Port is trying to figure out if the funding is there to support this for annual maintenance etc.

- Mr. Nelson personally welcomed Junior Goodell from the Quinault Tribe. He is a fisherman and knows the waters of our area well. Junior cited a new requirement for all tribal fishermen to have their VHF radios monitoring channel 16 at all times for tugs and freighters. Kelly Atkinson spoke of email communications for vessel traffic as well. This information is sent out 24 to 48 hours in advance so they have an earlier heads up and are able to pull in nets or any other equipment that may obstruct traffic. Kevin Campbell works with another gentleman to coordinate email communication. John Doucette suggested that we add a segment in the SoC for communication. Doug Coburn will look into this and add as necessary so that a list for communications of waterway traffic will be complete.

Next Meeting

The next meeting will be held in the PGH Commission Chambers on Tuesday, December 16th, 2014.

Adjourn

Today's meeting adjourned at 11: 40 a.m.

Encl: (4)

LLNR	Aid Name	Status	Chart	BMN Ref.	LNM St	LNM End	Notes:
15555	Grays Harbor Entrance Lighted Whistle Buoy 3	OFF STA	18502	0668-14	32/14		
15585	Point Chehalis Range Front Light	DAYMK MISSING/STRUCT DMGD	18502	1012-09	50/09		
15585	Point Chehalis Range Front Light	LT EXT	18502	0067-13	03/13		
15865	Cow Point Reach Range J Rear Light	LT EXT	18502	0557-14	28/14		
720	Grays Harbor Light	RELIGHTED	18502	0155-13	06/13	06/13	...light is reported extinguished
720	Grays Harbor Light	RELIGHTED	18502	310-13	14/13	14/13	...light is extinguished (011917Z APR 13 water intrusion through crack in lens?)/Equipment/Electric
720	Grays Harbor Light	RELIGHTED	18502	1233-13	52/13	52/13	...light extinguished
15530	Grays Harbor Light	RELIGHTED	18502	0155-13	06/13	06/13	
15530	Grays Harbor Light	RELIGHTED	18502	310-13	14/13	14/13	
15530	Grays Harbor Light	RELIGHTED	18502	1233-13	52/13	52/13	
15545	Grays Harbor Bar Range Rear Light	RELIGHTED	18502	0015-13	02/13	02/13	
15570	Grays Harbor Entrance Lighted Whistle Buoy 6	RELIGHTED	18502	0073-13	01/13	03/13	ATON DISCREPCOR 132208Z JAN 13/ BURNING FIXED/REPLACED CARMANAH 702-5
15570	Grays Harbor Entrance Lighted Whistle Buoy 6	RELIGHTED	18502	0144-14	04/14	08/14	...has been reported extinguished
15570	Grays Harbor Entrance Lighted Whistle Buoy 6	WATCHING PROPERLY	18502	0786-14	37/14	38/14	
15571	Grays Harbor Entrance Lighted Whistle Buoy 8	RELIGHTED	18502	0941-13	41/13	42/13	
15571	Grays Harbor Entrance Lighted Whistle Buoy 8	RELIGHTED	18502	0074-13	51/12	03/13	
15590	Point Chehalis Range Rear Light	RELIGHTED	18502	0642-14	31/14	32/14	
15590	Point Chehalis Range Rear Light	RELIGHTED	18502	0971-13	43/13	43/13	
15600	Grays Harbor Channel Lighted Whistle Buoy 13	RESET ON STATION	18502	0070-13	51/12	03/13	
15615	Grays Harbor South Reach Range A Rear Light	WATCHING PROPERLY	18502	0691-14	33/14	34/14	
15630	Grays Harbor South Reach Lighted Buoy 15A	RELIGHTED	18502	1119-14	50/14	51/14	
15630	Grays Harbor South Reach Lighted Buoy 15A	RELOCATED	18502	0075-13	51/12	03/13	
15655	Grays Harbor South Reach Lighted Gong Buoy 21	RELIGHTED	18502	0192-14	09/14	11/14	
15660	Grays Harbor South Reach Lighted Junction Buoy SC	RELIGHTED	18502	0038-14	02/14	03/14	
15665	Grays Harbor South Reach Range AA Front Light	RELIGHTED	18502	446-13	21/13	21/13	
15690	Grays Harbor North Channel Range B Rear Light	RELIGHTED	18502	0558-14	24/14	28/14	
15690	Grays Harbor North Channel Range B Rear Light	WATCHING PROPERLY	18502	0031-14	02/14	02/14	
15705	Grays Harbor North Channel Lighted Buoy 27	RELIGHTED	18502	0643-14	31/14	32/14	
15735	Grays Harbor North Channel Range D Front Light	REBUILT/REMAINS	18502	0033-14	46/13	03/14	Missing 02 dayboards due to high winds 150149Z JAN 14
15735	Grays Harbor North Channel Range D Front Light	REBUILT/REMAINS	18502	1434-12	50/12	05/13	Missing 03 dayboards due to high winds 062223Z DEC 12
15735	Grays Harbor North Channel Range D Front Light	RELIGHTED	18502	1053-13	44/13	46/13	BNM 1021-13 LT EXT due to condensation/weather
15740	Grays Harbor North Channel Range D Rear Light	RELIGHTED	18502	1132-13	40/13	48/13	
15745	Grays Harbor North Channel Range E Front Light	WATCHING PROPERLY	18502	0034-14	01/14	03/14	
15750	Grays Harbor North Channel Range E Rear Light	RELIGHTED	18502	0906-14	43/14	43/14	
15750	Grays Harbor North Channel Range E Rear Light	RELIGHTED	18502	1126-13	47/13	48/13	
15755	Grays Harbor North Channel Lighted Buoy 32	WATCHING PROPERLY	18502	0206-14	11/14	12/14	
15775	Grays Harbor North Channel Lighted Buoy 40	RELIGHTED	18502	0644-14	31/14	32/14	
15790	Grays Harbor North Channel Range F Rear Light	RELIGHTED	18502	1125-13	46/13	48/13	
15815	Cow Point Reach Range G Rear Light	RELIGHTED	18502	0762-14	36/14	37/14	
15985	Grays Harbor Regulated Navigation Area Warning Sign (2)	RELIGHTED	18502	591-13	26/13	27/13	
15990	Point Chehalis Lighted Buoy 4	RELIGHTED	18502	0241-14	14/14	15/14	
16001	Westhaven Light 7	RELIGHTED	18502	388-13	18/13	18/13	

3 or more discrepancies over past two years

PATON in Grays Harbor as of 05Feb15

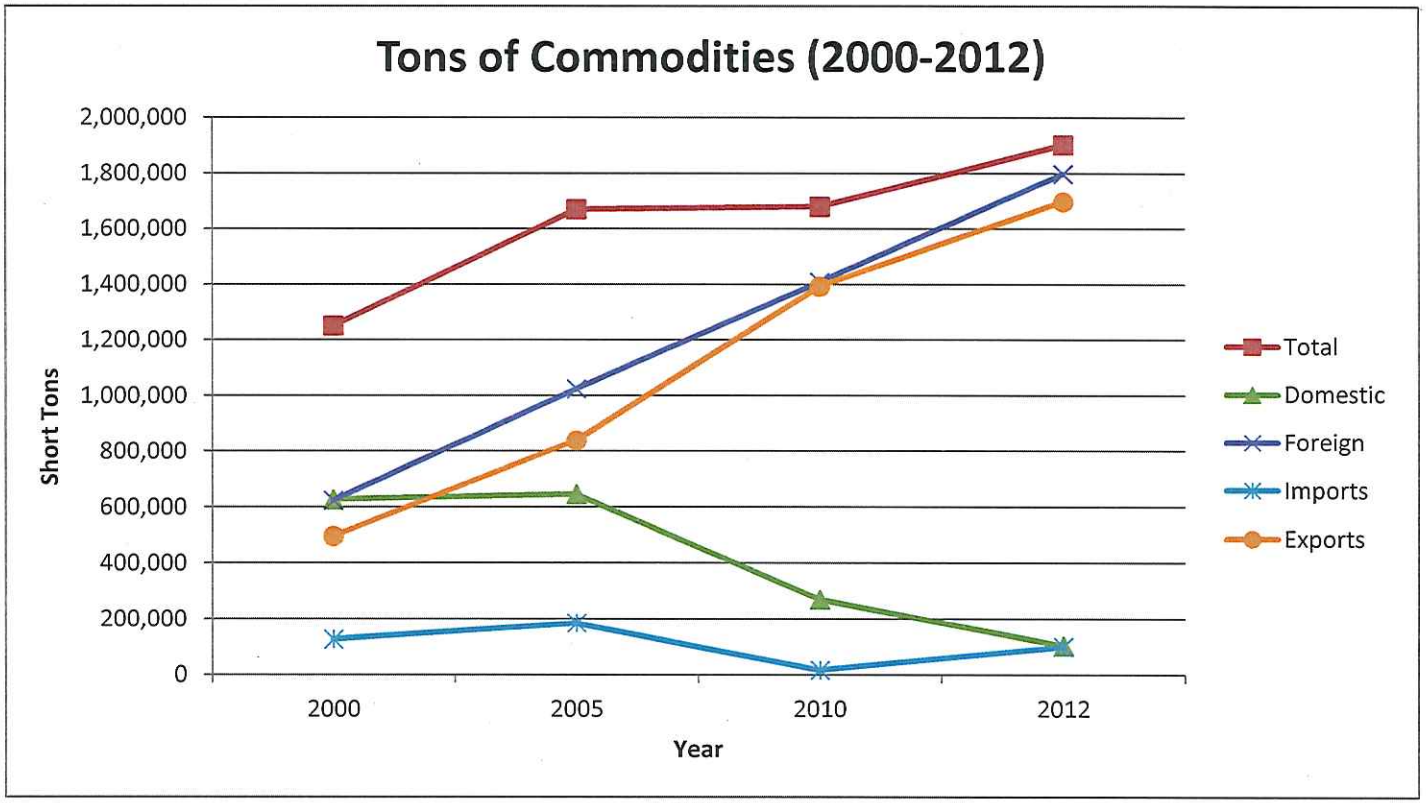
LLNR	NAME	LATITUDE	LONGITUDE	CLASS
15793	Aberdeen Terminal 3 Pier Light (2)	46-58-12.000N	123-54-54.000W	I
15820	Aberdeen Terminal 1 Pier Lights (2)	46-57-54.000N	123-51-18.000W	I
15825	Aberdeen Terminal 2 Pier Lights (2)	46-57-48.000N	123-51-12.000W	I
15845	Aberdeen Terminal 4 Pier Lights (2)	46-57-39.000N	123-50-13.000W	I
15847.1	Aberdeen Pontoon Basin Light A	46-57-43.522N	123-49-54.736W	I
15847.2	Aberdeen Pontoon Basin Light B	46-57-45.355N	123-49-56.226W	I
15847.3	Aberdeen Pontoon Basin Light C	46-57-46.859N	123-49-57.467W	I
15847.4	Aberdeen Pontoon Basin Light D	46-57-46.192N	123-49-54.691W	I
15847.5	Aberdeen Pontoon Basin Light E	46-57-45.638N	123-49-53.721W	I
15948.1	Pontoon Mooring Lighted Buoy 1W	46-55-18.130N	124-02-43.870W	I
15948.2	Pontoon Mooring Lighted Buoy 1E	46-55-19.740N	124-02-38.370W	I
15948.3	Pontoon Mooring Lighted Buoy 2W	46-55-19.970N	124-02-34.110W	I
15948.4	Pontoon Mooring Lighted Buoy 2E	46-55-21.590N	124-02-28.600W	I
15948.5	Pontoon Mooring Lighted Buoy 3W	46-55-23.550N	124-02-25.420W	I
15948.6	Pontoon Mooring Lighted Buoy 3E	46-55-25.180N	124-02-19.920W	I
15948.7	Pontoon Mooring Lighted Buoy 4W	46-55-25.410N	124-02-15.660W	I
15948.8	Pontoon Mooring Lighted Buoy 4E	46-55-27.030N	124-02-10.150W	I
15970	Weyerhauser Outfall Lights (2)	46-57-24.000N	123-50-54.000W	I

Encl: (5)

Encl: (6)

Year	Total	Domestic	Foreign	Imports	Exports
2000	1,250,636	627,207	623,429	126,905	496,524
2005	1,669,934	645,863	1,024,071	185,053	839,018
2010	1,679,991	270,604	1,409,387	16,537	1,392,850
2012	1,902,845	104,322	1,798,523	100,395	1,698,128

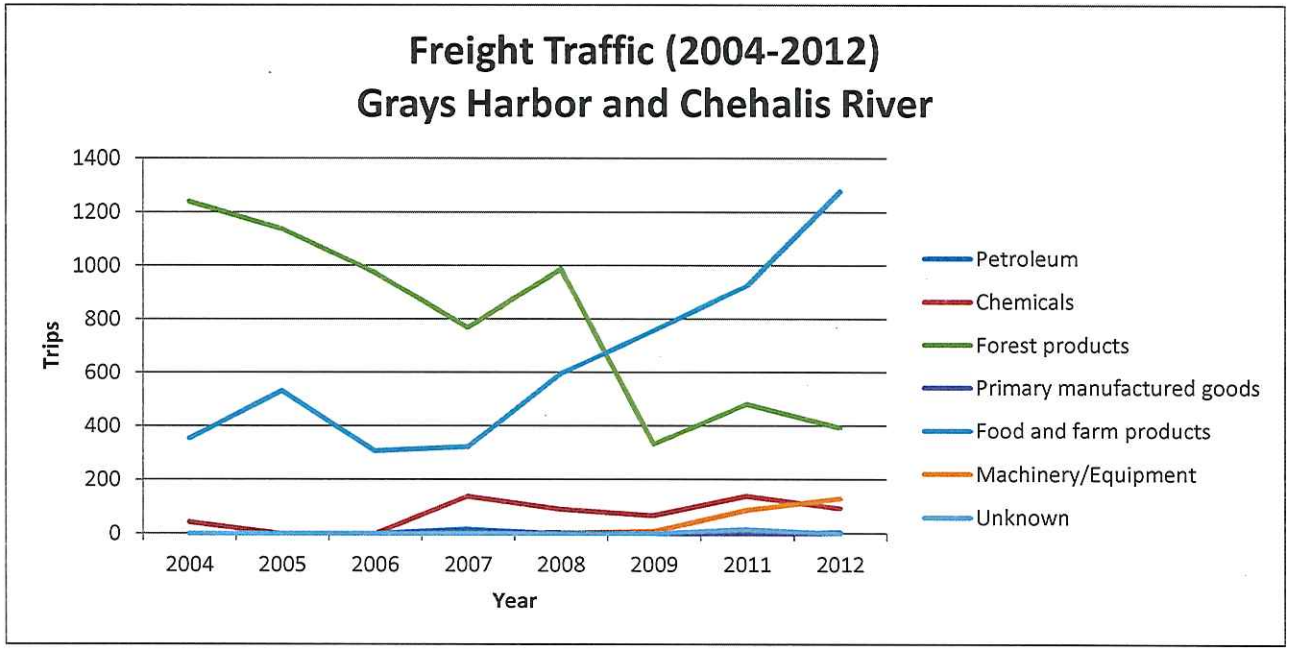
measure=short tons



From US Army Corps of Engineers Waterborne Commerce Statistics Center
http://www.iwr.usace.army.mil/About/TechnicalCenters/WCSCWaterborneCommerceStatisticsCenter.aspx

	Petroleum	Chemicals	Forest products	Primary manufactured goods	Food and farm products	Machinery/Equipment	Unknown	TOTAL
2004	0	44	1240	0	354	0	1	1640
2005	0	0	1139	0	531	0	0	1670
2006	0	0	975	0	306	0	0	1281
2007	16	138	769	0	321	0	0	1245
2008	0	91	988	3	596	1	0	1678
2009	0	67	331	0	757	8	0	1162
2011	0	140	482	0	925	87	16	1651
2012	4	94	394	1	1278	130	1	1903

Measure = Freight Traffic



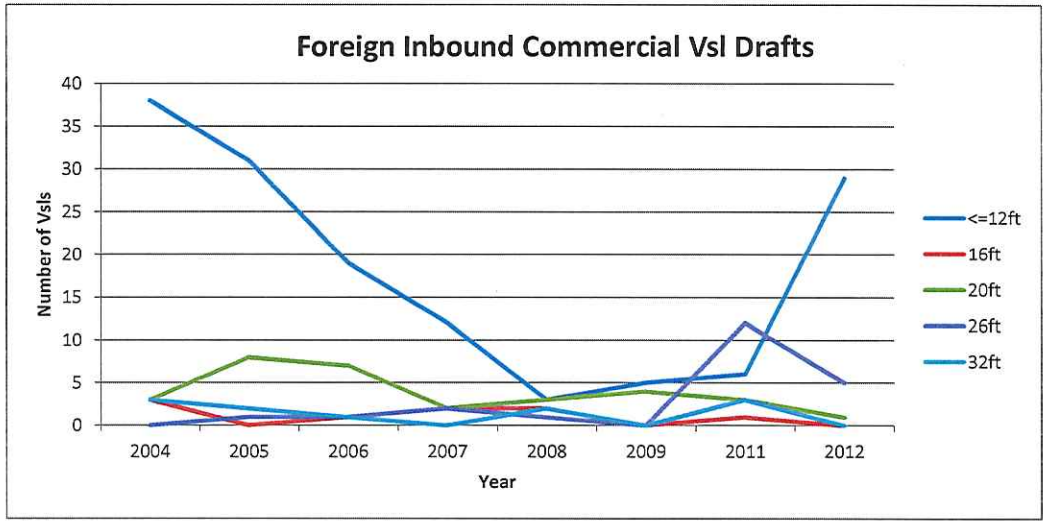
From Waterborne Commerce of the United States Reports http://www.navigationdatacenter.us/wcsc/wcsc.htm

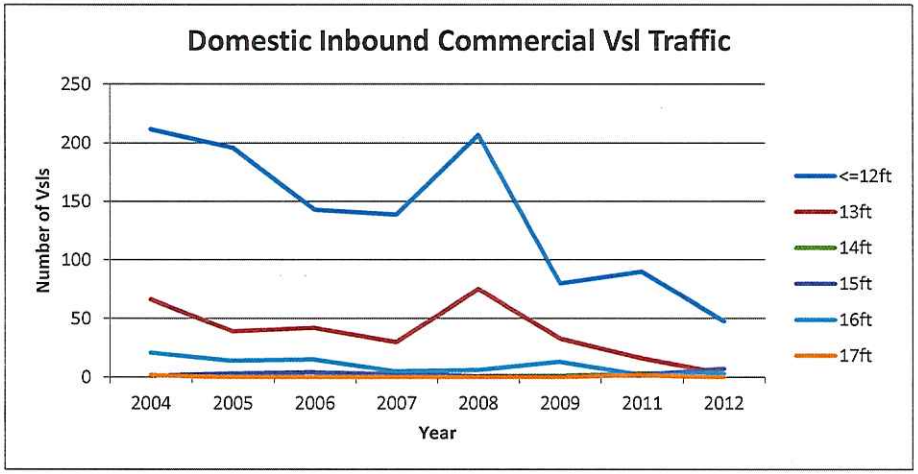
FOREIGN INBOUND

	≤12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
2004	38	2	19	7	3	9	8	10	3	6	1	4	3	2	0	1	0	0	0	1	3	0	0	0	0	1	0	0
2005	31	0	2	22	0	1	10	4	8	9	4	0	2	1	1	0	1	3	1	1	2	0	1	1	0	0	0	0
2006	19	0	0	1	1	0	2	4	7	6	2	1	2	1	1	0	1	0	1	0	1	1	0	0	0	0	0	0
2007	12	0	5	0	2	0	15	4	2	5	3	1	2	0	2	1	2	0	0	0	0	1	0	1	1	1	0	0
2008	3	13	0	0	2	0	3	6	3	8	10	2	2	1	1	3	2	0	0	1	2	1	0	0	0	0	0	0
2009	5	4	0	0	0	0	4	0	4	10	6	7	3	3	0	1	1	2	0	0	0	0	1	1	0	0	1	0
2010	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no data
2011	6	0	0	1	1	0	5	8	3	4	5	3	4	7	12	8	4	2	0	0	3	0	0	1	0	1	0	0
2012	29	7	0	0	0	0	0	5	1	4	10	10	9	9	5	13	4	2	2	2	0	0	0	2	1	1	0	0

DOMESTIC INBOUND

	≤12	13	14	15	16	17
2004	212	66	2	1	21	2
2005	196	39	0	3	14	0
2006	143	42	0	4	15	0
2007	139	30	0	3	5	0
2008	207	75	1	1	6	0
2009	80	33	1	0	13	0
2010	no dat	no dat	no dat	no dat	no dat	no data
2011	90	16	3	2	2	2
2012	48	3	3	7	3	0





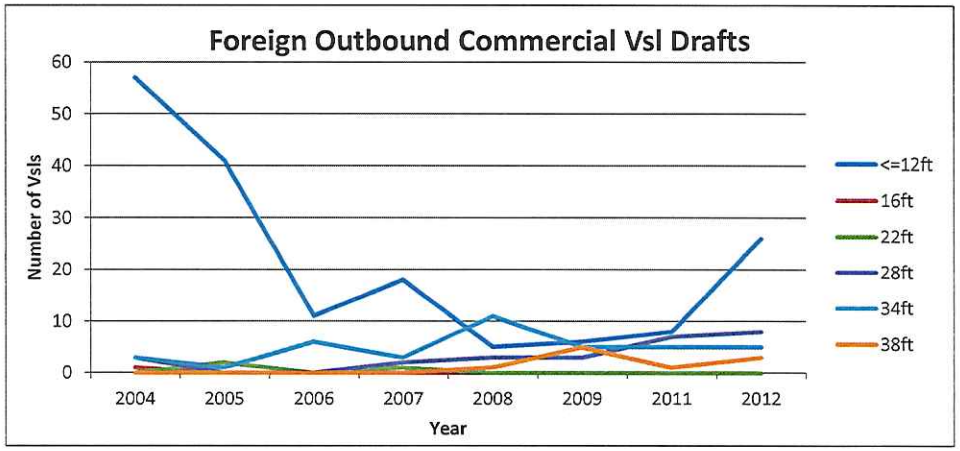
From Waterborne Commerce of the United States Reports
http://www.navigationdatacenter.us/wcsc/wcsc.htm

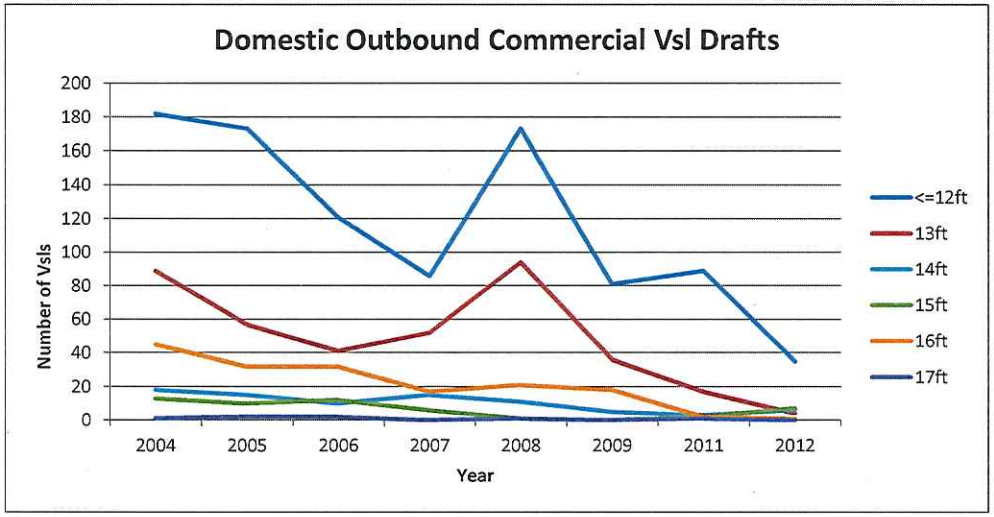
FOREIGN OUTBOUND

	≤12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39
2004	57	3	6	5	1	5	0	0	1	4	0	1	3	3	3	2	3	1	6	5	3	2	3	0	1	1	0	0
2005	41	0	0	2	0	0	0	2	0	2	2	0	2	0	1	3	0	6	2	8	12	5	1	1	5	1	0	0
2006	11	0	0	0	0	0	0	0	0	0	0	1	2	0	2	0	0	5	2	4	7	5	6	0	1	0	0	0
2007	18	0	8	1	0	0	13	1	2	1	1	0	1	1	6	0	2	1	2	0	2	3	3	2	3	0	0	0
2008	5	13	1	0	0	0	0	0	1	1	0	0	2	0	1	2	3	1	4	2	5	6	11	3	1	3	1	0
2009	6	4	1	0	0	0	0	0	1	1	0	1	1	3	3	0	3	0	5	2	0	5	5	2	4	1	5	1
2010	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat	no dat
2011	8	0	8	0	0	0	3	0	0	2	0	1	3	4	8	9	7	3	1	2	8	3	5	4	1	4	1	2
2012	26	3	5	0	0	0	0	0	0	1	0	3	1	4	3	14	8	3	6	2	2	2	5	4	3	7	3	13

DOMESTIC INBOUND

	≤12	13	14	15	16	17
2004	182	89	18	13	45	1
2005	173	57	15	10	32	2
2006	121	41	10	12	32	2
2007	86	52	15	6	17	0
2008	173	94	11	1	21	1
2009	81	36	5	0	18	0
2010	no dat	no dat	no dat	no dat	no dat	no data
2011	89	17	3	2	2	1
2012	35	4	6	7	1	0





From Waterborne Commerce of the United States Reports
http://www.navigationdatacenter.us/wcsc/wcsc.htm

Table 12. Vessel Size Trends

Year	Average Vessel Dimensions at Port of Grays Harbor					
	Number of Calls	Deadweight Tons	Length	Breadth	Design Draft	Arrival/ Departure Draft
Arrivals						
2005	58	28,275	547.4	87.6	32.5	22.4
2006	33	29,561	571.1	89.5	32.8	22.5
2007	45	22,764	500.6	78.7	29.5	21.5
2008	48	31,710	557.1	90.1	34.0	23.0
2009	47	29,153	582.8	94.6	34.0	24.0
2010	66	32,980	603.0	98.8	34.3	23.0
2011	72	28,084	574.9	94.3	32.6	24.4
2012	82	35,259	618.9	101.8	35.9	25.0
Increase 2005–2012	41%	25%	13%	16%	11%	12%
Departures						
2005	58	28,767	547.0	87.3	32.3	30.3
2006	34	30,365	572.6	90.0	33.1	31.6
2007	44	22,551	498.8	78.3	29.5	26.4
2008	47	31,065	555.7	107.2	33.8	31.6
2009	48	30,554	584.0	94.9	34.2	30.9
2010	65	32,528	602.7	98.7	34.0	31.4
2011	71	27,811	582.9	95.7	33.0	30.0
2012	83	35,376	618.8	101.7	35.8	31.9
Increase 2005–2012	43%	23%	13%	16%	11%	5%
Source: Port of Grays Harbor 2013.						

http://www.nws.usace.army.mil/Portals/27/docs/Navigation/GHNIPLimitedReevaluationReport.pdf

Grays Harbor
Geographic Response Plan

Chapter 6 – Resources at Risk

6.1 – Chapter Introduction

This chapter provides a summary of natural, cultural, and economic resources at risk in the Grays Harbor area. It provides general information on habitat, fish, and wildlife resources, and locations in the area where sensitive natural resource concerns exist. It offers a summary of cultural resources that includes fundamental procedures for the discovery of cultural artifacts and the discovery of human skeletal remains. General information about flight restrictions, hazing, and oiled wildlife can be found near the end of this chapter. A list of economic resources is located in the chapter's appendix.

This chapter is purposely broad in scope and should not be considered comprehensive. Some of the sensitive resources provided in this chapter are listed because they could not be addressed in Chapter 4 (Response Strategies and Priorities). Additional information from private organizations or federal, state, tribal, and local government agencies should also be sought during spills and considered.

The information provided in this chapter can be used in:

- Assisting the Environmental Unit (EU) and Operations in developing additional response strategies beyond those found in Chapter 4.
- Providing resource-at-risk "context" to responders, clean-up workers, and others during the initial phase of a spill response in the GRP area.
- Briefing responders and incident command staff that may be unfamiliar with sensitive resource concerns in the GRP area.
- Providing background information for personnel involved in media presentations and public outreach during a spill incident.

Encl: (7)

6.2 - Natural Resources at Risk – Summary

Sensitive species that may occur within this area, at some time of year, include the following federal and state listed species. In addition to Grays Harbor, the area covered includes the outer beaches and marine waters of the Pacific Coast that fall within the boundaries of this GRP. The following designations apply:

- Federal Endangered (FE)
- Federal Threatened (FT)
- Federal Candidate (FC)
- Federal Species of Concern (FCo)
- State Endangered (SE)
- State Threatened (ST)
- State Candidate (SC)
- State Sensitive (SS)

Birds:

- Marbled Murrelet [FT/ST]
- Snowy Plover [FT/SE]
- Streaked Horned Lark [FC/SE]
- Brown Pelican [FCo/SE]
- Bald Eagle [FCo/SS]
- Peregrine Falcon [FCo/SS]
- Common Loon [SS]
- Common Murre [SC]
- Western Grebe [SC]
- Brant's Cormorant [SC]
- Cassin's Auklet [FCo/SC]
- Northern Goshawk [FCo/SC]

Mammals:

- Southern Resident Killer Whale [FE/SE]
- Steller Sea Lion [ST]
- Gray Whale [SS]

Fish:

- Bull trout [FT/SC]
- Pacific herring [FCo/SC]

Fish: *(continued)*

- Pacific lamprey [FCo]
- River lamprey [FCo]
- Coastal Cutthroat trout [FCo]
- Green Sturgeon [FCo]

Reptile:

- Green Sea Turtle [FT/ST]
- Leatherback Sea Turtle [FE/SE]
- Loggerhead Sea Turtle [FE/ST]

6.2.1 - General Resource Concerns

6.2.1a - Habitats:

- ***Intertidal and Shallow Subtidal Mud/Sand Flats:*** Much of the bay is composed of intertidal and shallow subtidal mud/sand flats. These habitats are rich in benthic and epibenthic organisms, creating important foraging areas for salmon, crabs, fishes, and shorebirds.

- ***Eelgrass:*** Extensive eelgrass beds in the bay serve as important nursery and foraging areas for crab, salmonids, other fishes, and waterfowl.

- ***Oyster Beds/Reefs:*** Oyster beds/reefs and surface deposits of shell fragments from oysters and soft-shell clams support high densities of crabs, epibenthic invertebrates and fishes.

- ***Native Salt Marsh:*** Extensive areas of salt marsh fringe the bay. Salt marshes support a diverse array of birds, insect, and fish and wildlife species.

- ***Rivers and Smaller Tributary Streams:*** Several rivers and smaller tributary streams flow into this estuary. These serve as important salmon migration routes and spawning areas, and provide important rearing habitat for juveniles of the species.

- ***Nearshore Waters:*** Nutrient rich nearshore waters (from the shoreline out to 20m depth) sustain a highly productive food web that includes fish, seabirds and marine mammals.

- ***Offshore Waters:*** Offshore waters (between 20 m and 200 m depth) of the region seasonally support extremely large numbers of seabirds. These waters are important to marine fish and support both resident and migrating marine mammals. Regional and localized oceanographic conditions can greatly influence the temporal distribution and abundance of these resources.

- ***Outer Sand Beaches:*** Outer sand beaches provide critical habitat for razor clams and for the vast numbers of shorebirds that stop over to feed to and rest on the outer coast and its estuaries during the spring and fall migration.

- ***Stream Mouths* on Outer Beaches:** Stream mouths on the outer beaches are concentration areas for a variety of wildlife.

6.2.1b – Fish

- ***Juvenile salmonids:*** The estuary is important nursery and foraging area for juvenile salmonids including stocks of coastal cutthroat trout; winter and summer steelhead; fall, spring, and summer chinook; fall chum and coho.

- ***Herring:*** *Herring* spawning areas occur in eelgrass beds at several locations within the estuary.

- ***Marine Fish:*** The estuary provides important habitat for a number of marine fish, including juvenile English sole and lingcod, white and green sturgeon, and starry flounder.

- ***Dungeness Crab:*** The estuary is a major nursery area for juvenile stages of Dungeness crab population. Crabs that rear in this bay contribute significantly to the adult population along the outer coast and to the coastal crab fishery.

- ***Oyster Culture:*** Portions of the estuary are under active commercial oyster culture. While much of tidelands and oysters are privately owned, commercial oyster beds provide much the same habitat benefits to native fish and shellfish as do natural beds.

- ***Clams:*** Eastern soft-shell clams, horse clams, Manila clams and cockles are found at various locations throughout the estuary.

6.2.1c – Wildlife

- ***Migratory Shorebird Site of Hemispheric Importance:*** Grays Harbor is listed as a site of hemispheric importance by the Western Hemisphere Shorebird Reserve Network, supporting up to 1 million birds during the spring migration, as well as large numbers of fall-migrating and wintering shorebirds.

- ***Red Knot*:** Grays Harbor is very important to one subspecies of Red Knot (Calidris canutus roselaari). It is believed that the majority of the population of this subspecies uses Grays Harbor as a feeding/resting area during their annual migration between Alaska and Central/South America. More Red Knots have been observed in Grays Harbor than elsewhere along the flyway.

- ***Snowy Plover [FT/SE]:*** The Oyhut/Damon Point area is one of only 3 nesting areas in Washington for the federally threatened Snowy Plover.

- ***Brown Pelican [SE]:*** Large concentrations of Brown Pelicans feed and roost in the bay from mid-to-late summer.

- ***Waterfowl Concentrations:*** Waterfowl concentrations occur from fall through spring, especially in North Bay.

- ***Seabirds and Marine Waterfowl:*** The waters at the entrance to Grays Harbor are a regular feeding area for migrating and resident seabirds and marine waterfowl. The South jetty is a favorite roosting site for many species of marine birds and those shorebirds that rely on rocky habitats.

- ***Bald Eagles:*** Bald Eagles nest throughout the region and forage throughout the bay.

- ***Peregrine Falcons:*** Peregrine Falcons are common during peak shorebird abundance in spring.

- ***Harbor Seals:*** Grays Harbor is home to thousands of harbor seals from mid-spring through early fall, and is one of the largest seal pupping areas in the state. Pupping occurs throughout the bay with concentrations around Sand Island and in North Bay.

- ***Gray Whales:*** Migrating Gray Whales commonly feed in the bay during the northward migration from ~ March through June. Occasional resident grays may also be seen, especially around the mouth of the bay.

6.2.2 Specific Geographic Areas of Concern

1) ***Ocean Beaches:*** Resources along beaches and nearshore include shorebirds, marine fish, and aquatic habitat. Areas of concern include:

- Ocean City
- Ocean Shores
- Westport
- Cohasset Beach
- Grayland

2) ***Grays Harbor Entrance:*** Significant concentration area for feeding seabirds. Migrating gray whales frequently feed just inside entrance to bay. Jetties are heavily used as roosting areas for Brown Pelicans [SE] and other seabirds, as well as some

3) ***Oyhut/Damon Point:*** Snowy Plover nesting area. Concentration area for waterfowl and shorebirds. Saltmarsh habitat. WDFW Wildlife Area (Oyhut).

4) ***North Bay:*** Waterfowl and shorebird concentrations. Extensive eelgrass beds and a major harbor seal pupping area. Areas of concern in North Bay also include:

- Campbell Slough and mudflats near channel
- Chenois Creek and mudflats near channel
- Goose Island
- Grass Creek and mudflats near channel
- Humptulips River and mudflats near channel (including East Channel)
- Oyhut Sink Channel mudflats

5) South Bay and Elk River Estuary: Concentrations of waterfowl and shorebirds from fall through spring. Area includes saltmarsh, eelgrass, and herring spawning areas. South Bay also includes:

- Bottle Beach (including Bottle Beach State Park) - Significant shorebird concentrations may be present on or near the mudflats at Bottle Beach, especially during spring & fall migrations.
- Grass Island
- South Bay Marsh
- Elk River Estuary
- Extensive mudflats along Elk River Channel

6) North Channel

- Whitcomb Flats
- Sand Islands

7) Johns River: WDFW Wildlife Area. Salt marsh habitat. Birds that make use of Johns River are mostly ducks, geese, shorebirds, and a nesting Caspian tern colony. Crows, great blue herons, hummingbirds, robins, warblers, goldfinches, swallows, snipe, gulls, and many other small birds abound, along with forest grouse and band-tailed pigeon. Streams support whitefish, trout, and salmon.

8) Bowerman Basin & Mini Moon Island:

- Bowerman Basin: To protect crucial shorebird habitat, Congress authorized the establishment of Grays Harbor National Wildlife Refuge in 1988. Managed by the U.S. Fish and Wildlife Service (USFS) as part of the National Wildlife Refuge System, the Grays Harbor Refuge encompasses about 1500 acres of intertidal mudflats, salt marsh, and uplands including the basin. This area provides critical feeding habitat for both migrating and overwintering shorebirds. The refuge (along with the entire Grays Harbor estuary) is listed as a site of hemispheric importance by the Western Hemisphere Shorebird Reserve Network.

- Mini Moon Island: Significant shorebird concentrations present on or near the mudflats of Mini Moon Island, especially during spring & fall migrations.

9) Chehalis River: Estuary and wetland habitats support a diversity of wildlife, from big and small game species to songbirds, as well as native fish populations.

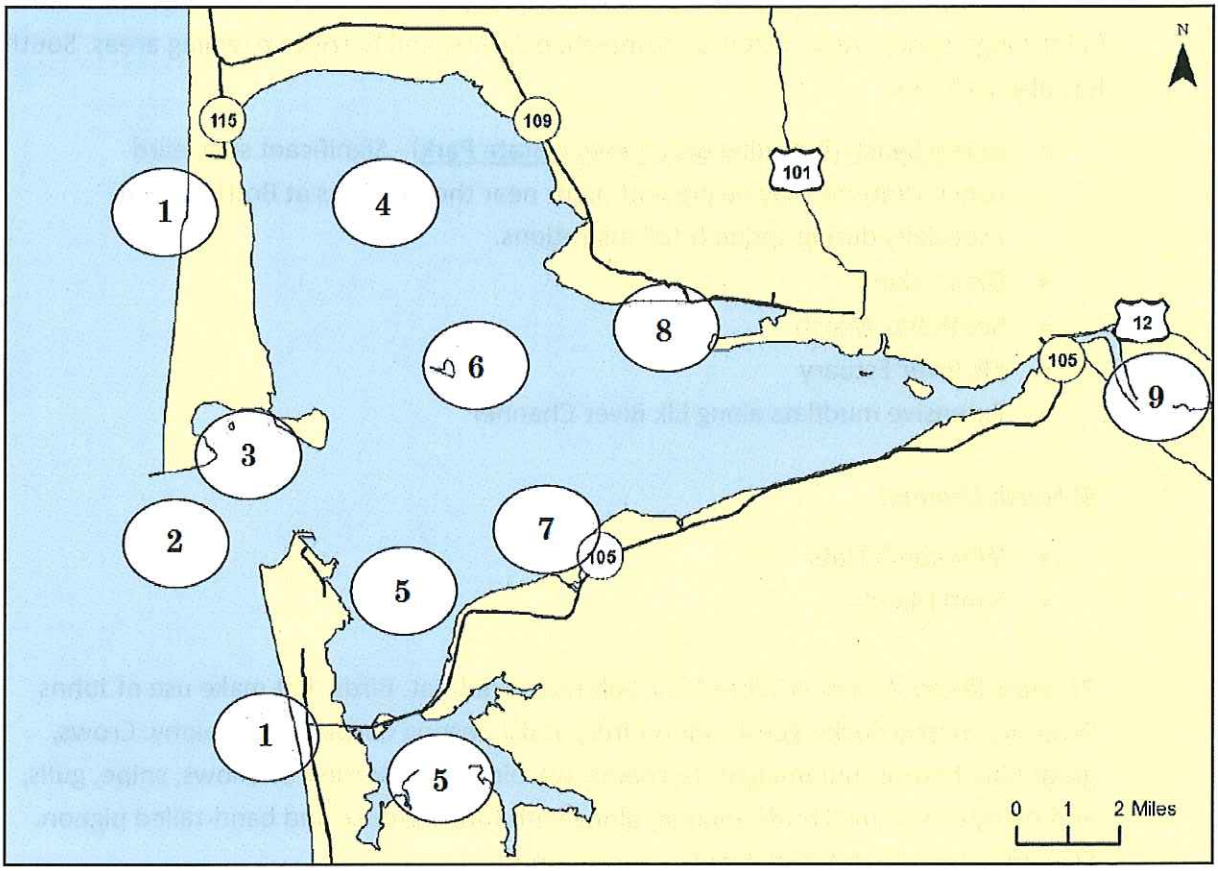


Figure 6.1: Map of Geographic Areas of Concern

6.3 - Cultural Resources at Risk - Summary

Culturally sensitive sites are present within this GRP area. Due to the nature of this information, details regarding the location and type of cultural resources present are not included in this document. However, in order to ensure that tactical response strategies do not inadvertently harm historical and culturally sensitive sites, Washington Department of Archeology and Historic Preservation (WDAHP) should be consulted before disturbing any soil or sediment during a response action. WDAHP may assign a person to monitor cleanup operations, or provide a list of professional archeologists that can be contracted to monitor response activities.

Information on the location of culturally sensitive sites is maintained by WDAHP and made available to Washington Department of Ecology for oil spill preparedness and response planning. The Quinault Indian Nation, Chehalis Confederated Tribes, and Shoalwater Bay Tribe

Grays Harbor

Spill Response Options & Considerations

		Location							
		Aberdeen	Cosmopolis	Hoquiam	Ocean Shores	Westport	North Bay	South Bay	Ocean
Waterbody Class	Open Water Rough (> 6' wave height)				●	●			●
	Open Water (0' – 6' wave height)				●	●			●
	Protected Water (0' – 3' wave height)	●	●	●	●	●	●	●	
	Calm Water (0' – 1' wave height)		●				●	●	
	High current (> 1kt)	●	●	●	●	●	●	●	●
	Shallow water (< 10')						●	●	
Potential Response Options	Source Control and Containment Activities	●	●	●	●	●	●	●	●
	Aerial/Vessel Surveillance Activities	●	●	●	●	●	●	●	●
	Wildlife Rescue and Rehabilitation Activities	●	●	●	●	●	●	●	●
	Air Boat Use (Areas Recommended)			●			●	●	
	Collection for Skimming Operations *(Note:1)*	●	●	●	●	●	●	●	●
	Vessel Based Skimming Operations *(Note:2)*	●	●	●	●	●	●	●	●
	Shore Based Skimming Operations *(Note:3)*	●	●	●				●	
	Shoreline Protection Booming *(Note:4)*	●	●	●	●	●	●	●	●
	Shoreline Cleanup Activities *(Note: 5)*	●	●	●	●	●	●	●	●
	In-Situ Burning Areas Not Approved	●	●	●	●	●	●	●	
	Dispersant Use Areas Not Approved	●	●	●	●	●	●	●	
Considerations	Shoreline Access can be Limited by Geography						●	●	
	Shoreline Access can be Limited by Private Property	●	●	●			●		
	Shellfish or Aquaculture in area				●	●	●	●	
	Wildlife Refuge / National Wildlife Refuge in area			●					
	Shorebird Habitat – International Fly Way			●	●	●	●	●	
	Marina (Public or Commercial) in area				●	●			
	Commercial Vessel Movement / Port Area	●		●					●
	Place / Port of Refuge (with Tug Assist Capability)	●		●					
	Recreational Boat Traffic / Movement	●	●	●	●	●	●	●	●
	Tribal Lands or Interest *(Note: 6)*		●		●		●	●	
	USCG Base in area					●			
	Low Visibility – Seasonally Persistent	●	●	●	●	●	●	●	●
	Sea Conditions – Seasonally Rough or Extreme				●	●			●

See the Northwest Area Contingency Plan (NWACP - Section 1900) for more information on the terminology used on this sheet. The NWACP is available online at http://www.rrt10nwac.com/NWACP/Default.aspx.

Note 1: Collection for Skimming Operations response options should include use of enhanced skimming using a U-boom, V – boom, or J – boom Configuration. It may also include the use of Current Buster (boom).

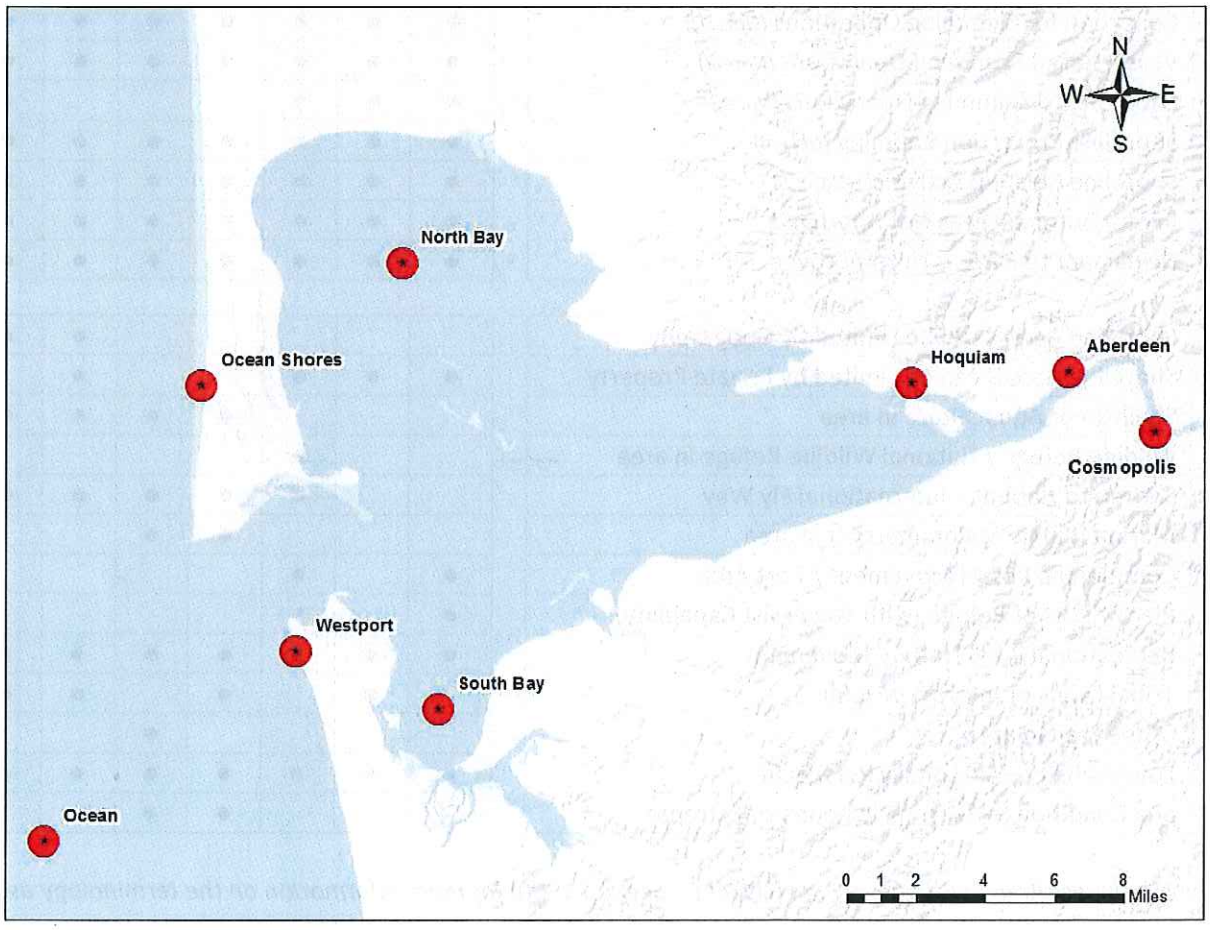
Note 2: Vessel Based Skimming Operations response options should include use of advancing skimmers; weir, belt, brush, drum, or other skimmer types.

Note 3: Shore Based Skimming Operations response options should include use of fixed skimmers; weir, belt, brush, drum, or other skimmer types.

Note 4: Shoreline Protection should include the deployment of response strategies (boom) to divert and collect oil off of the water before shoreline areas are impacted, or deflect and exclude oil away from shoreline areas. These strategies include those published in this document (GRP response strategies), those provided in other plans (C-Plans), and "ad-hoc" strategies developed during the spill itself.

Note 5: Shoreline Cleanup options depend on beach type. Potential activities should include flooding, flushing, manual removal, vacuum, mechanical removal, sorbents, vegetation cutting, mechanical tilling/aeration, and/or sediment reworking/surf washing.

Note 6: This sheet doesn't represent all locations where Tribes and Tribal Nations have lands or areas of specific interest (including lands established by treaty or rights to Usual and Accustom areas). Early coordination with tribal governments is highly recommended during a response, regardless of the spill location or potential impact areas.



98.1 & 98.2 ADVANCED

WASHINGTON – COLUMBIA RIVER TO DESTRUCTION ISLAND – GRAYS HARBOR – Changes to the Aids to Navigation system due to channel realignment (continued)

The U.S. Army Corps of Engineers is realigning a number of the Federal Navigation Channels in Grays Harbor, WA to take advantage of the natural depths of the channels. With the realignment, a number of aids to navigation will have to be relocated, and some disestablished as they will no longer mark the center of the channels. These changes are scheduled to occur during the months of May and Jun 2015. The channels affected are:

South Reach Channel – being sub-divided into four channels vice two
Crossover Reach Channel – being sub divided into three channels vice one
North Channel – being sub divided into three channels vice two

The following aids to navigation will be changed:

Grays Harbor North Entrance Range AA Front Light (LLNR 15665) will become Grays Harbor North Channel Light 20 (LLNR 15650) displaying a quick red light with a nominal range of 4 NM (Q R 4M)

Grays Harbor North Entrance Range AA Rear Light (LLNR 15670) will become Grays Harbor North Channel Light "A" (LLNR 15647) displaying a yellow light flashing every four seconds with a nominal range of 4 NM (Fl Y 4s 4M). This light and structure will eventually be disestablished and removed.

Grays Harbor North Channel Lighted Buoy 24 (LLNR 15680) will be relocated approximately 200' bearing 160°.

Grays Harbor North Entrance Range B Front Light (LLNR 15685) will become Grays Harbor North Channel Light "B" (LLNR 15685) displaying a yellow light flashing every 2.5 seconds with a nominal range of 4 NM (Fl Y 2.5s 4M)

Grays Harbor North Entrance Range B Rear Light (LLNR 15690) the light and dayboard will be removed. The structure will remain and continue to be Grays Harbor South Channel Light 6 (LLNR 15950) with no other changes,

Grays Harbor North Channel Lighted Buoy 25 (LLNR 15695) will be relocated approximately 180' bearing 140°.

Grays Harbor North Channel Lighted Buoy 26 (LLNR 15700) will be relocated approximately 100' bearing 130°.

Grays Harbor North Channel Lighted Buoy 27 (LLNR 15705) will be relocated approximately 65' bearing 125°.

Grays Harbor North Entrance Range C Front Light (LLNR 15715) will become Grays Harbor North Channel Light "E" (LLNR 15757) displaying a yellow light flashing every four seconds with a nominal range of 4 NM (Fl Y 4s 4M).

Grays Harbor North Entrance Range C Rear Light (LLNR 15720) will become Grays Harbor North Channel Light "F" (LLNR 157623) displaying a yellow light flashing every six seconds with a nominal range of 4 NM (Fl Y 6s 4M). This light and structure will eventually be disestablished and removed.

Grays Harbor North Channel Lighted Buoy 29 (LLNR 15725) will be relocated approximately 100' bearing 310°.

Grays Harbor North Entrance Range D Front Light (LLNR 15735) will become Grays Harbor North Channel Light "D" (LLNR 15715) displaying a yellow light flashing every 2.5 seconds with a nominal range of 4 NM (Fl Y 2.5 4M).

Grays Harbor North Entrance Range D Rear Light (LLNR 15740) will become Grays Harbor North Channel Light "C" (LLNR 15720) displaying a yellow light flashing every six seconds with a nominal range of 4 NM (Fl Y 6s 4M). This light and structure will eventually be disestablished and removed.

Grays Harbor North Entrance Range E Front Light (LLNR 15745) will become Grays Harbor North Channel Light "41" (LLNR 15791) displaying a green light flashing every 2.5 seconds with a nominal range of 4 NM (Fl G 2.5s 4M).

Grays Harbor North Entrance Range E Rear Light (LLNR 15750) the light and dayboard will be removed and the structure will eventually be removed.

Grays Harbor North Channel Lighted Buoy 32 (LLNR 15755) will be relocated approximately 170' bearing 300°.

Grays Harbor North Channel Lighted Buoy 34 (LLNR 15760) will be relocated approximately 50' bearing 355°.

Grays Harbor North Channel Lighted Buoy 35 (LLNR 15765) will be relocated approximately 160' bearing 160°.

Grays Harbor North Entrance Range F Front and Rear Lights (LLNR's 15790 and 15795) will remain, but until rebuilt will mark the northern half of the channel vice the centerline.

For additional information about the realignment of the channel, contact the USACE Seattle District Office at (206) 764-3750 or visit their web page at http://www.nws.usace.army.mil/Missions/CivilWorks/Navigation/NavigationProjects/GraysHarbor.aspx. For additional information about the changes in the aids to navigation, contact the US Coast Guard District Thirteen (dpw) at D13-PF-LNM@uscg.mil.

Chart 18500, 18502 from LNM 09/15 through changes (update as necessary)

Encl: (8)

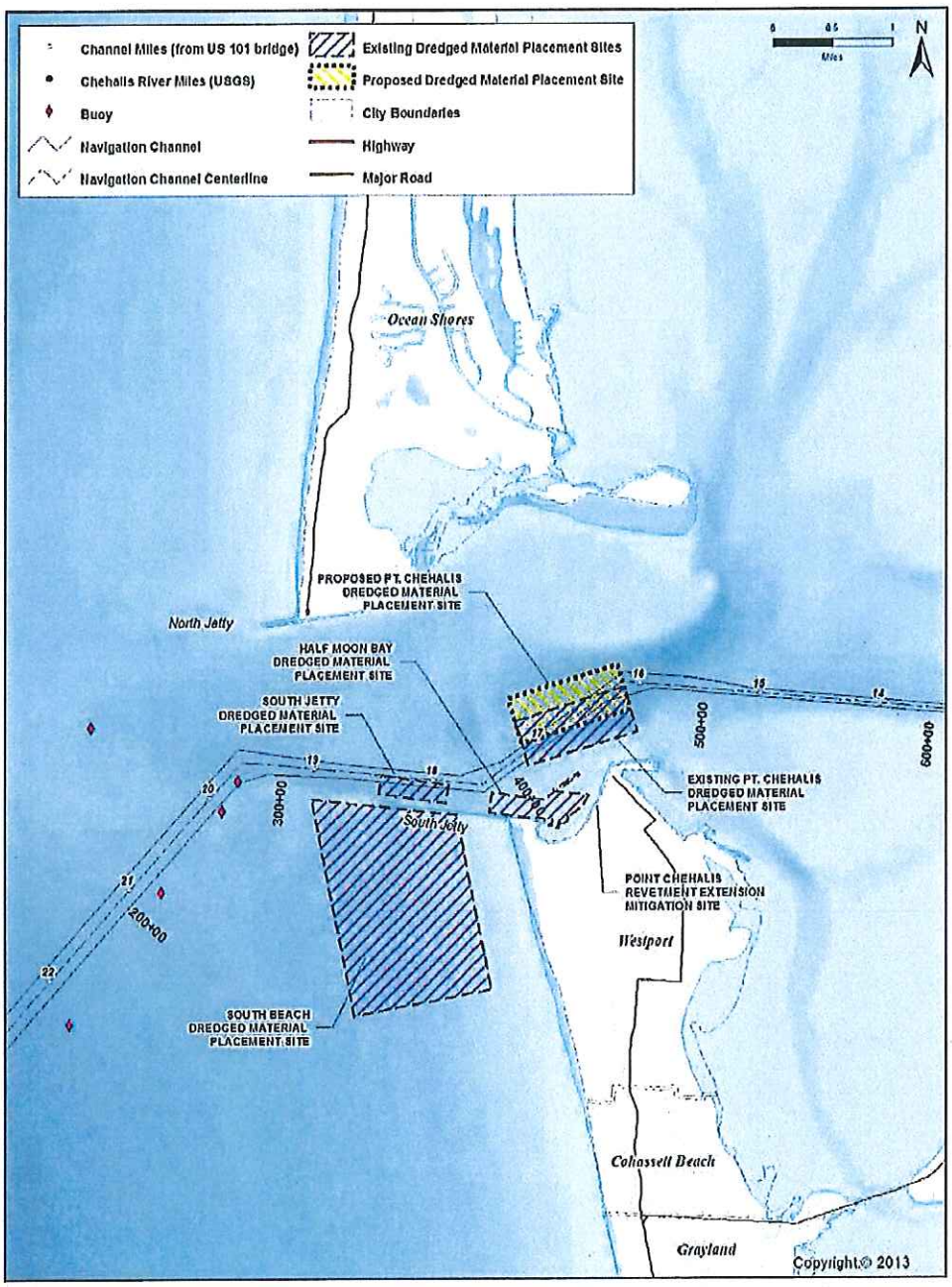


Figure 15: Point Chehalis Placement Site Shift for Alternative 2 and Alternative 3

Encl: (9)

02n

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (flp)
Phone: (206) 442-5723

~~11011~~

LL FILE

- 4 JAN 1984

The Honorable Bill Wade
Mayor of Westport
Westport, WA 98595

Dear Mayor Wade:

The enclosed Amendment No. 2 to Revocable License DOT-CG13-296-74 when fully executed will grant the City of Westport a five year extension to allow continued connection of your sewage wastewater out fall line to our Point Chehalis Range Front Light (LL2150) structure. Please sign and return two copies of the amendment to this office. A fully executed copy will be provided for your records.

Sincerely,

Lin Oligschlaeger

Lin Oligschlaeger
Contracting Officer
By direction of the District Commander
Thirteenth Coast Guard District

Encl: (1) Amdt. No. 2 to DOT-CG13-296-74

cc: ecv
oan

Encl:(10)

U.S. Department of Transportation
United States Coast Guard

Commander
Thirteenth Coast Guard District

915 Second Avenue
Seattle, WA 98174
Staff Symbol: (flp)
Phone: (206) 442-5723

11011

AMENDMENT No. 2
REVOCABLE LICENSE DOT-CG13-296-74

Effective Date: 01 November 1983

THIS AMENDMENT is issued to make the following changes in the above identified agreement:

The first paragraph is hereby amended to read:

The City of Westport, Westport, Washington 98595 is hereby granted permission for a term of five (5) years, beginning 01 November 1983 and ending 31 October 1988, but revocable at will by the Commander, Thirteenth Coast Guard District, 915 Second Avenue, Seattle, Washington 98174, to install and maintain diffusers for the town of Westport sewer out fall on the Coast Guard owned Point Chehalis Range Front Light (LL2150), as shown on Drawing Number 3073.030, sheets 1 and 2, dated September 1973, prepared by Moore, Wallace & Kennedy, Inc., 1915 1st. Avenue, Seattle, Washington.

IN WITNESS WHEREOF, the parties hereto have hereunto subscribed their names as of the dates shown below.

LICENSEE:

CITY OF WESTPORT

Date: 1-12-84 Date:

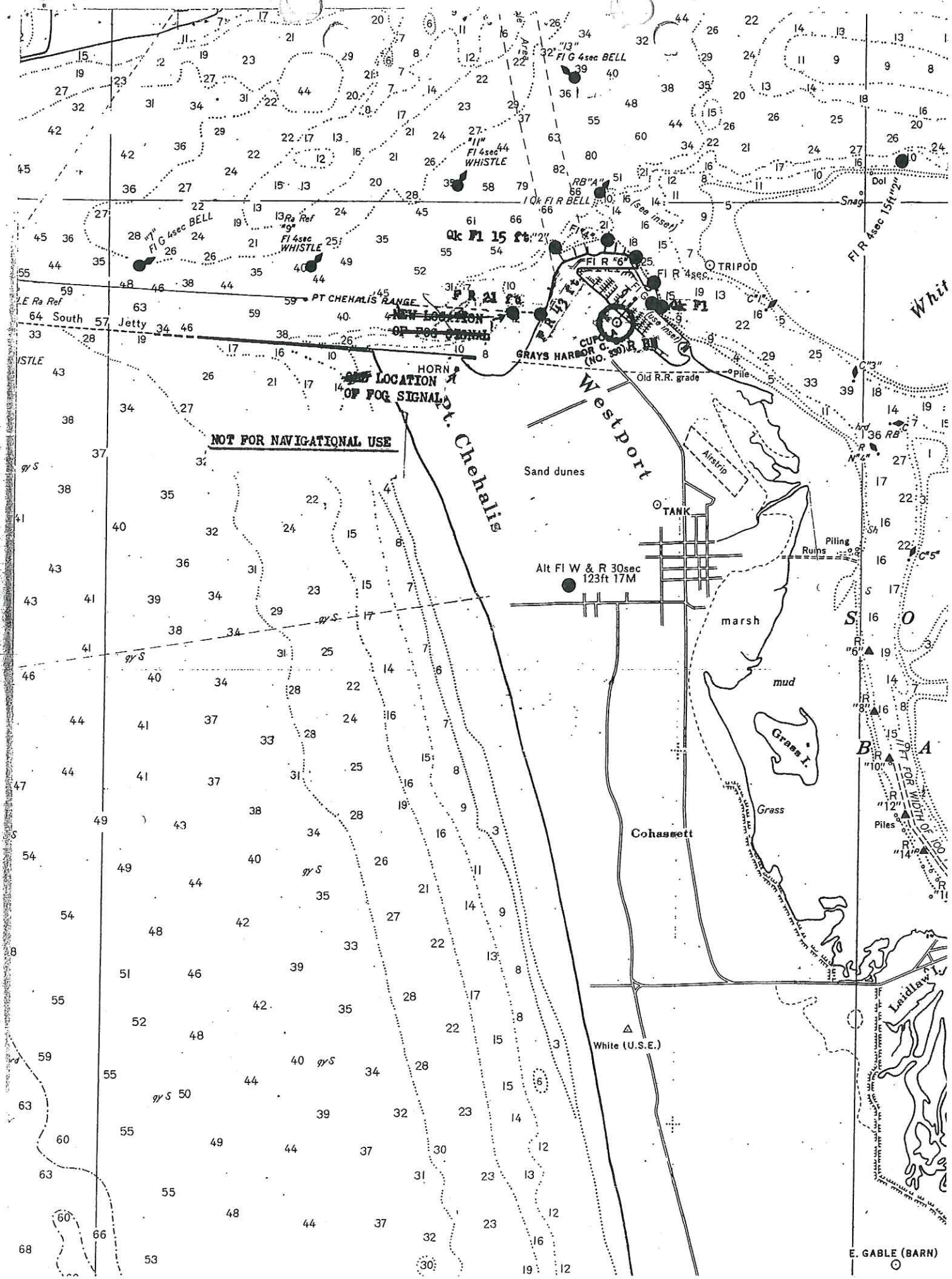
Name (type or Print): Harold L. Hardy

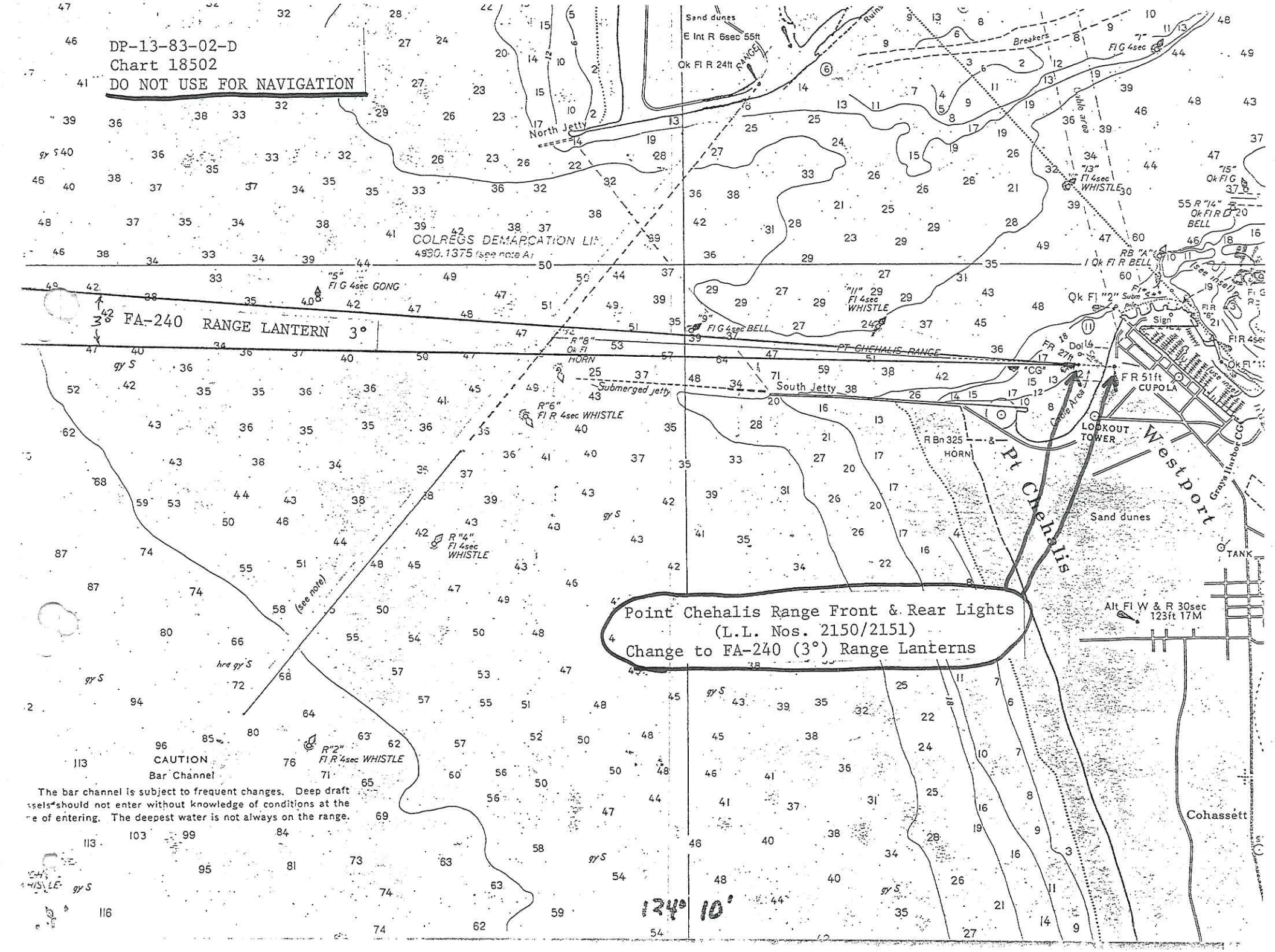
Title: Mayor

UNITED STATES OF AMERICA

Lin Oligschlaeger
Contracting Officer
13th Coast Guard District

Date: 16 Jan 1984


NOT FOR NAVIGATIONAL USE
NEW LOCATION OF FOG SIGNAL
LOCATION OF FOG SIGNAL
PT CHEHALIS RANGE
South Jetty
Pt. Chehalis
Westport
Sand dunes
Airstrip
TANK
Alt Fl W & R 30sec 123ft 17M
marsh
mud
Grass I.
Grass
Cohassett
White (U.S.E.)
Laidlaw I.
GRAYS HARBOR C. (NO. 500)
CUPOLA
TRIPOD
Old R.R. grade
Piling
Ruins
Piles
HORN
Qk Fl 15 ft
Fl R 21 ft
Fl G 4sec BELL
Fl 4sec WHISTLE
Qk Fl R BELL
Fl R 4sec
Fl R 4sec 15ft
E. GABLE (BARN)


DP-13-83-02-D
Chart 18502
DO NOT USE FOR NAVIGATION
Point Chehalis Range Front & Rear Lights
(L.L. Nos. 2150/2151)
Change to FA-240 (3°) Range Lanterns
FA-240 RANGE LANTERN 3°
COLREGS DEMARCATION LIN
North Jetty
South Jetty
Submerged jetty
PT CHEHALIS RANGE
Pt Chehalis
Westport
Sand dunes
LOOKOUT TOWER
CUPOLA
Cohassett
Breakers
CAUTION
Bar Channel
The bar channel is subject to frequent changes. Deep draft vessels should not enter without knowledge of conditions at the time of entering. The deepest water is not always on the range.
124° 10'

Point Chehalis Range Proposals

Current Data: Front Range: - 32.4 feet from MHW
RL-14, 1.15 amp lamps with 3° red spread lens, Fl R 2.5s (1.0) 11,000 cd°

Rear Range – 58.2 feet from MHW
RL-14, 1.15 amp lamps with 3° red spread lens, Iso R 6s, 13, 000 cd

Distance between ranges: 1048 feet Distance between RF & channel: 4369 feet

Rebuild Front Range in the same location, raising platform deck to 15' above MHW, overall height above MHW can be reduced to 28' (10' of 7x7 tower, top rail at 28' MHW). Reduce front dayboard to 6KRB as per range design.

Rebuild Front Range in new location, raising platform deck to 15' above MHW, overall height above MHW can be reduced to 28' (10' of 7x7 tower, top rail at 28' MHW). Reduce front dayboard to 6KRB as per range design.

Closer: range can be moved up to 200 ft closer to the rear range than its current position

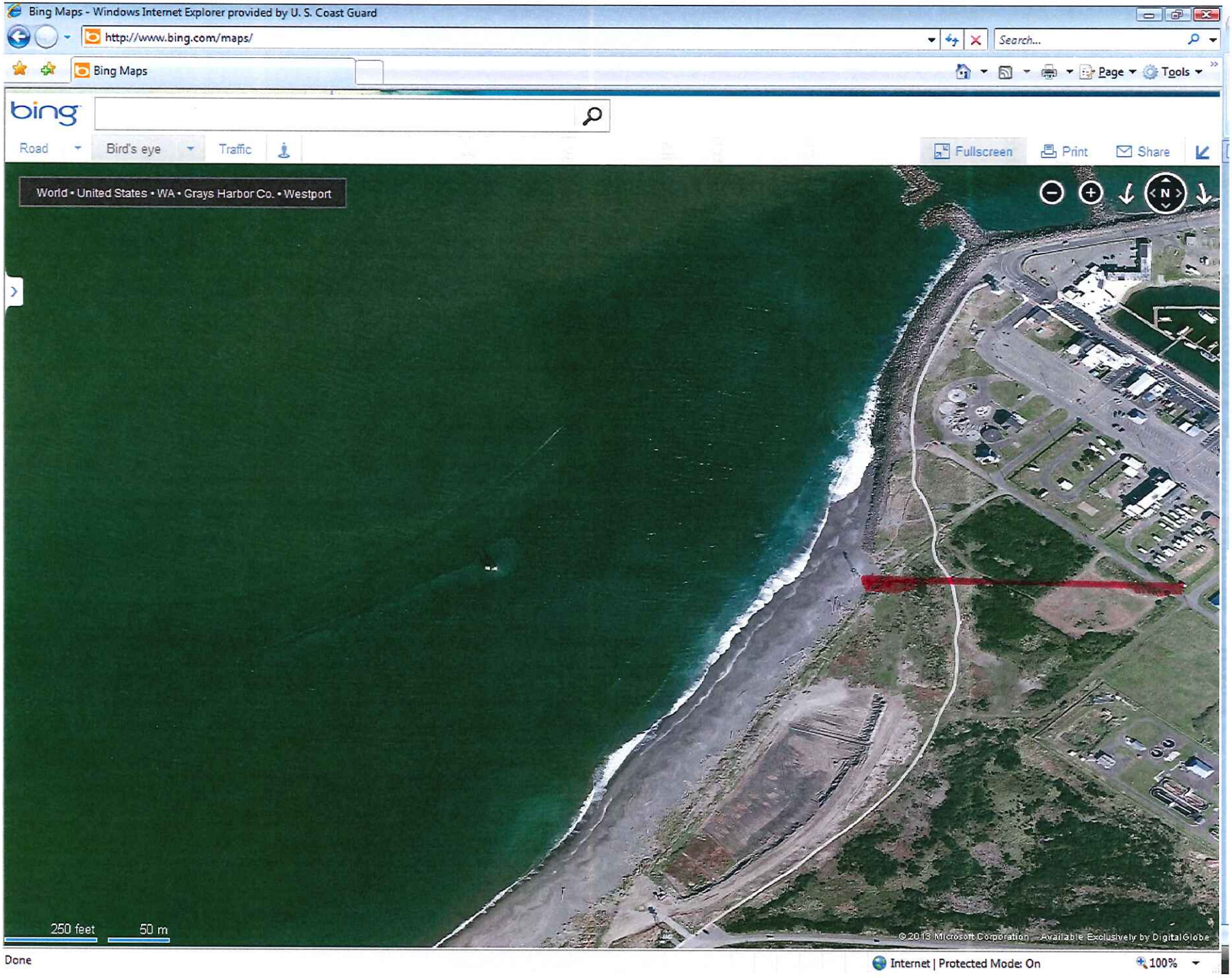
Farther: Range can be moved up to 2300 ft farther from the rear range than its current position.

Forsake Front Range, convert Rear Range to a RL-14 3 degree high intensity LED with solar power

Forsake Front Range, convert Rear Range to a single point range with a Pel-Sector light, and install commercial power to the site.

Build new Front Range at surf line; build new Rear Range 1000 ft aft

Encl:(11)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