

Salvage crews need good weather

COOS BAY — High winds and rough seas kept salvage crews Thursday from making a final attempt at towing the battered remains of the New Carissa's stern section off the beach for burial at sea.

Salvage crews need three days of calm weather to get the job done before they hit the teeth of the fall and winter storms that make such work along the southern Oregon coast extremely difficult.

"We are where we need to be, but we need the support of the weather," said Arnold Witte, president of Donjon Marine Co., which is part of the Donjon/Devine Joint Venture working to refloat the wreckage. "The weather forecast for the next three days does not look good."

Winds have been blowing around 29 mph and must drop to

around 17 mph or less for seas to calm down enough for the next step to begin, Witte said.

"We are taking every snippet of time we can," Witte said. "We don't need three consecutive days. We need a day, and then we need two days in a row."

The wood chip freighter ran aground north of the mouth to Coos Bay last winter and broke in half after salvagers set it afire to prevent an oil spill.

A tug pulled the bow section free, the tow cable broke in a fierce storm and the bow section ran aground again off Waldport. It was later towed to deep water and sunk by a Navy submarine.

The stern section remained mired in the sand, but over the summer, crews have repaired breaks in the hull to make it water-

tight, removed the superstructure and other materials and chopped free a cargo hold mired even deeper in the sand.

Crews need a day to move in the heavy barge Columbia and use its crane to remove items on the deck of the New Carissa, Witte said.

Then they need two more days to pump out water remaining inside the stern section and to hook up the heavy salvage tug Salvage Chief, which will drop three heavy sea anchors and move within about 2,000 feet to connect cables to the stern then start hauling on heavy winches to pull the wreckage off the beach.

Once the stern is floating free, the tug Atlantic Salvor will tow it 46 miles to sea so it can be sunk in 6,000-foot-deep water.

Olum center

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fact that we have kids in different buildings," Wagner said. "It is harder to build a community when you have two separate sites."

Planning for the existing Vivian Olum center began approximately five years ago. At that time, two phases were anticipated for construction. Funding ran out after the first phase was completed and the site was used as is, said Karen Logvin, work and family services administrator and subcommittee member.

Now, three years after the center opened, the University Foundation has raised enough money through private donations and state bonds to continue with the second phase of the project.

The architect who drafted the original plans for phase two, De Norval Unthank, was contracted to design the expansion. A new design is needed, Logvin said, because many neighbors, including the newly opened law center, have arrived in the vicinity.

The original idea was to expand to the north and south, Logvin said. Now the space is better utilized in expanding west.

A second committee, known as a user group, was also formed to give suggestions and establish the plans. The group is composed of faculty members from the School of Architecture and Allied Arts, the School of Law and the Office of University Planning. The three representatives from the center were the director, a teacher and a parent.

"Because of the opportunity to work with the user group, we shifted the emphasis of the project towards the school-age program," said Unthank.

In total, there are approximately 30 children on the waiting list for the center. This expansion will open up around 10 new spots, mostly within the school-age program.

Unthank said contract documents will be ready by the first of the year and the building should be ready by next fall.

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