

SALVAGE CHIEF JOURNEYS ON TO NEW CHAPTER



Submitted Photo
The Salvage Chief was a U.S. Navy landing vessel converted to perform marine salvage. It aided nearly 300 vessels, but is now being refurbished for a new life as a training platform.

Former Navy landing vessel takes on training role



Joshua Bessex/The Daily Astorian

Dean Lackey, chief engineer on the Salvage Chief, leads a group on a tour of the engine room.

By EDWARD STRATTON
The Daily Astorian

On Sunday, members of the Maritime Archaeological Society took the first public tour of the Salvage Chief, possibly the most accomplished salvage vessel ever.

Leading the tours around the cramped, industrial passageways crisscrossing the former U.S. Navy landing vessel were Dean Lackey and Don Floyd, who collectively spent about 60 years as crewmen on the vessel as a chief engineer and boatswain.

The two are part of a small group of volunteers with the new nonprofit Salvage Chief Foundation who are trying to breathe life back into the engines of the vessel and kick-start the newest chapter of a storied career as a training vessel for local mariners.

The World War II-era landing craft, after about 60 years as the workhorse of Fred Devine Diving & Salvage Co., sat mothballed at Swan Island in Portland since the late 2000s. In September, the vessel was purchased by Salvage Chief LLC, an asset-holding company managed by Pier 39 owner Floyd Holcom, and was towed to a U.S. Army Corps of Engineers Dock at South Tongue Point.

"Our main goal is to get it functional, and have someplace to give the kids ... some time and hands-on experience," Lackey said.

Baby steps

On Monday, Floyd and Lackey sat in between the spools of the ship's six 100-ton-capacity winches, three forward to anchor the vessel and three aft to hook up as tow lines to stranded vessels. Flanking them were several seamanship students visiting Tongue Point Job Corps Center to gain some work-based-learning experience cleaning, performing maintenance and checking all the mechanical components — what Floyd calls "baby steps" to getting the vessel running again.



Joshua Bessex/The Daily Astorian

Pictures show some of the nearly 300 vessels aided by the Salvage Chief, including the Exxon Valdez (center photo).

Considering the vessel hasn't been started in at least six years, there are a lot of steps.

"I can't afford to blow something up down there, because we don't have the money to buy the parts and everything here," Lackey said of the nonprofit. "We have to go by donations of what we can get, so we'll check everything out before we start anything."

By late morning, Lackey had students in the main engine room of the Salvage Chief, turning valves and checking the filters that help provide the ship's twin 1,800-horsepower engines clean diesel. Once the ship gets running again, Lackey said, students could use it to get at-sea time on the 500-ton vessel, important for students trying to work in marine towing.

The foundation hopes to start similar part-

nerships with Clatsop Community College's seamanship program, which is located just around the corner at South Tongue Point and has a much smaller training vessel, the Fore-runner, moored at the same dock. The Salvage Chief is also under contract to provide training for the U.S. Department of Defense, and Floyd said there is interest in using the ship to train commercial divers.

Telling the story

Lackey and Floyd estimated Salvage Chief has provided assistance to nearly 300 stranded vessels, from a freighter stuck in the sand of the Willamette River in 1949 to its last job

See SALVAGE CHIEF, Page 12A

Emails at odds with Oracle claims

Company says 'cherry picked' docs don't tell the Cover Oregon story

By NICK BUDNICK
Capital Bureau

The words you are about to read are ones that Oracle has been fighting to keep secret.

The multinational software giant insists that it's not to blame for the website fiasco turned national punchline known as Cover Oregon.

However, a document reviewed by Pamplin Media Group last week contains internal communications that seemingly contradict what Oracle has been telling politicians and the public, and suggest the company's own employees felt Oracle did not give Oregon its money's worth.

The interoffice correspondence has never been disclosed publicly in the two years since the faulty health care exchange cost the state more than \$300 million.

In fact, the California-based contractor, with annual revenue of about \$38 billion, is battling in court to keep its internal communications under wraps.



See ORACLE, Page 12A

'Mistake' in Arch Cape?

Clatsop County design review decision 'lacked transparency,' some say

By LYRA FONTAINE
EO Media Group

Some Arch Cape residents believe it was a mistake for Clatsop County to dissolve a design review committee that screened new development projects.

Tod Lundy, who was chairman of the Arch Cape Design Review Committee, said he was "appalled" by Clatsop County's decision earlier this month.

The county failed to inform the committee in advance or allow them time to respond, Lundy said.

"I think the county has been looking for a way to get rid of our committee for some time," he said. "It's a burden for them to come down to Arch Cape and review every sizable remodel and new building."

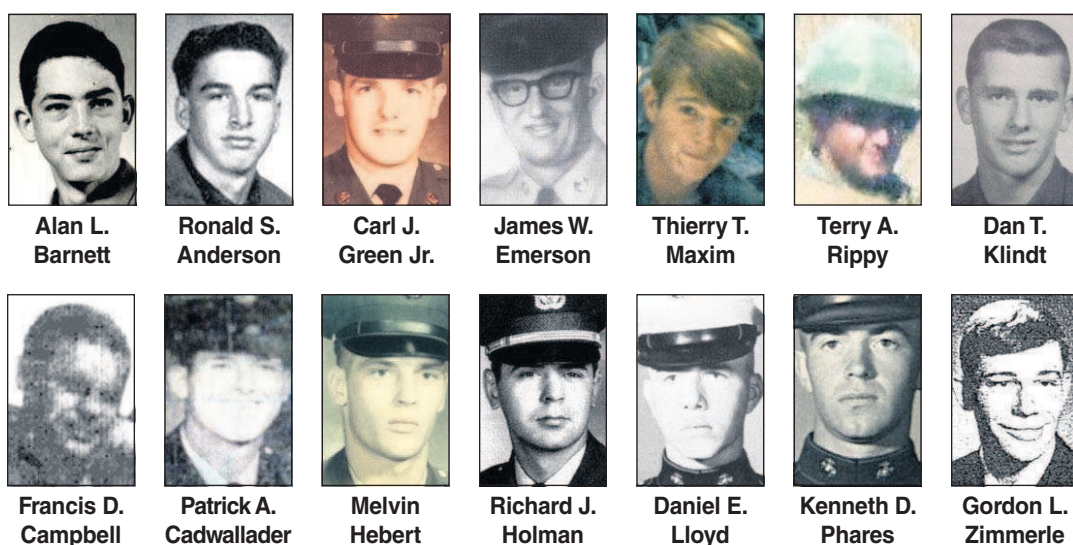
Nadia Gardner, who has lived in Arch Cape for 15 years, said "the community is greatly saddened by the decision to dissolve a 39-year committee. They were committed to making sure Arch Cape stayed special."

See ARCH CAPE, Page 5A

Faces of veterans, never forgotten

Photographs match names of local casualties in Vietnam

By KYLE SPURR
The Daily Astorian



Alan L. Barnett

Ronald S. Anderson

Carl J. Green Jr.

James W. Emerson

Thierry T. Maxim

Terry A. Rippy

Dan T. Klindt

Francis D. Campbell

Patrick A. Cadwallader

Melvin Hebert

Richard J. Holman

Daniel E. Lloyd

Kenneth D. Phares

Gordon L. Zimmerle

The faces of the dozen Clatsop County veterans who were killed in the Vietnam War will never be forgotten.

Photographs for each of the local casualties have successfully been matched with their names, which appear on the Vietnam Veterans Memorial in Washington, D.C.

Volunteers with the "Faces Never Forgotten" project have spent the past few years collecting photos of the more than 58,000 soldiers who died in the Vietnam War. More than 45,000 have been collected so far.

MORE INSIDE

Volunteers only need 13 more photos of veterans from Oregon who served and died in Vietnam to go with the names on the Vietnam Memorial Wall in Washington, D.C. Read more on Page 12A.

See VETERANS, Page 12A

