

Quest: 'We gotta stop trashing the oceans'

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But his proposal never came to fruition, and the Cap'n Oscar sank multiple times before the Port had the boat taken out of the water and stored in one of the hangars at North Tongue Point.

"It's the best site in the world to do this project, period," Allen said. "And Clatsop County needs the work. And that can be our flagship site."

Allen said any extra from the Cap'n Oscar cleanup fundraiser would go into more public exposure, court- ing investors to help with ship-dismantling and a separate GoFundMe page he created seeking \$50,000 to survey the rocket debris from the Falcon 9, a reusable rocket that crashed off the California coast while attempting to land on a barge at sea. The rocket was built by Space Exploration Tech-

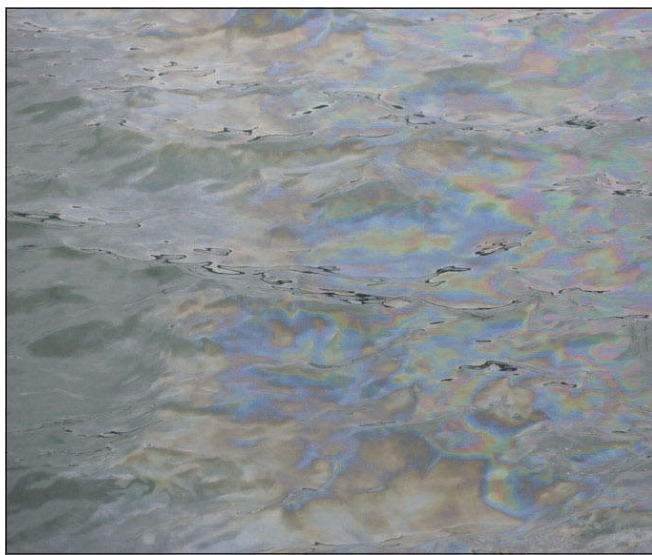
nologies Corp., a company founded by Tesla Motors CEO Elon Musk developing rocket technology to reduce space travel costs.

"I like Elon Musk's innovation, but he has to clean up his rockets, they have very harmful materials," Allen said. "We gotta stop trashing the oceans."

Going regional

Allen's efforts to clean up the Cap'n Oscar come as the state Marine Board has applied to the National Oceanic and Atmospheric Administration's Marine Debris Program for money to clean up the commercial fishing vessel Western, which sank near a public dock in Coos Bay.

"The hard lesson the Cap'n Oscar taught us was that it is much better to invest in disposition of a derelict vessel while there is opportunity to do so," read a letter of support for the state's



Joshua Bessex/The Daily Astorian

Oil floated near the site of the Cap'n Oscar after it sank last year. Frank Allen, head of Blue Ocean Environmental, fears that ocean debris and abandoned vessels are causing untold damage to the world's oceans.

application written by Matt McGrath, the Port's operations manager. "Waiting for a vessel to founder only serves to exponentially increase

costs, environmental damages and public distrust."

Meg Gardner, the environmental programs coordinator for the state Marine Board,

said the state's application specifically seeks to clean up the Western, but would also help form the Abandoned and Derelict Commercial Vessel Task Force specific to the Oregon Coast.

Gardner said Oregon's abandoned and derelict boat removal fund pales in comparison to Washington's.

While the cost of removing a recreational boat can run about \$2,500, Gardner said, the cost for a commercial boat can reach \$20,000. And while both states have a fairly robust program for removing derelict recreational boats, "there's really no good resource to remove vessels of (a large) size when they're rotting and not in good condition anymore," she said.

Hundreds of vessels

After Oregon and Washington spent more than \$22 million cleaning up the sunken vessel Davy Crockett

near Vancouver, Washington, in 2011, the states created the Columbia River Derelict Vessel Task Force, which identified 40 vessels of concern, many of them more than 100 feet long and with unknown levels of pollution.

A derelict vessel task force in Washington estimated more than 200 abandoned vessels in the state. Allen estimates about 300 in Oregon.

"To take care of all the derelict vessels in Oregon would be \$30 million," Allen said. "They spent that on the Davy Crockett."

After taking care of abandoned vessels, Allen said a cradle-to-grave process should be created for each active ship to account for the eventual cost of disposal.

"If you do this right, and put green recycling shipyards around the world, you'll create millions of sustainable jobs," Allen said.

Pot: Law gives no definition for a low-dose

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The new law, passed by the Legislature in February, opened the way for edible and extracts sales this spring and also allowed retailers to continue to sell both medical and recreational cannabis out of one location.

The old recreational marijuana law would have required retailers to choose between a medical or recreational registration at the close of early sales at the end of the year. A majority of dispensary owners had indicated to marijuana regulators that they would defect to the recreational market at that time, fueling fears that medical patients might face a shortage of medical cannabis products. Retailers may sell marijuana to both medical patients and recreational users and are prohibited from collecting a tax on medical marijuana sales.

The law limits the sale of one serving of a low-dose edible per day and one "prefilled receptacle of an extract" per day and directs the Oregon Health Authority to adopt rules on THC-concentration and serving size limits on edibles and extracts. Tetrahydrocannabinol, or THC, is the active ingredient in marijuana.

The law gives no definition for a low-dose or a sin-

gle serving, McNicoll said.

The Oregon Health Authority has been considering a 5-milligram limit on recreational serving sizes of marijuana-infused foods, about half of what's legal in Washington state and Colorado — Oregon's predecessors in recreational legalization. The agency has said it would set higher limits for medical edibles.

Marijuana industry advocates like McNicoll say that low of a dose would make the edible products less marketable because many recreational users need more potency to get high. A 5-milligram serving is "akin to a placebo effect," he said.

"We would really like a compromise that still protects Oregonians," McNicoll said.

Rob Hendrickson, associate medical director of the Oregon Poison Center, said 5 milligrams is plenty for recreational users.

"The 5 milligrams makes the most sense," Hendrickson said. "It's equal to smoking marijuana. You're getting 2-3 milligrams when you smoke it."

That dosage also protects children who might get a hold of marijuana-infused foods, he said.

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Trial: No clear findings in report

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Marquis described the psychologist's report as a "giant shrug" since there were no clear findings.

The report could not conclude whether Smith is unable or unwilling to aid and assist, he said.

In addition, the report suggests postpartum post-traumatic stress disorder. Marquis said he is unaware of any treatment for that disorder.

New trial date

William Falls and Lynne Morgan, Smith's defense lawyers, requested the trial be delayed since they claim the case cannot move forward until the issue of her ability to aid and assist is settled.

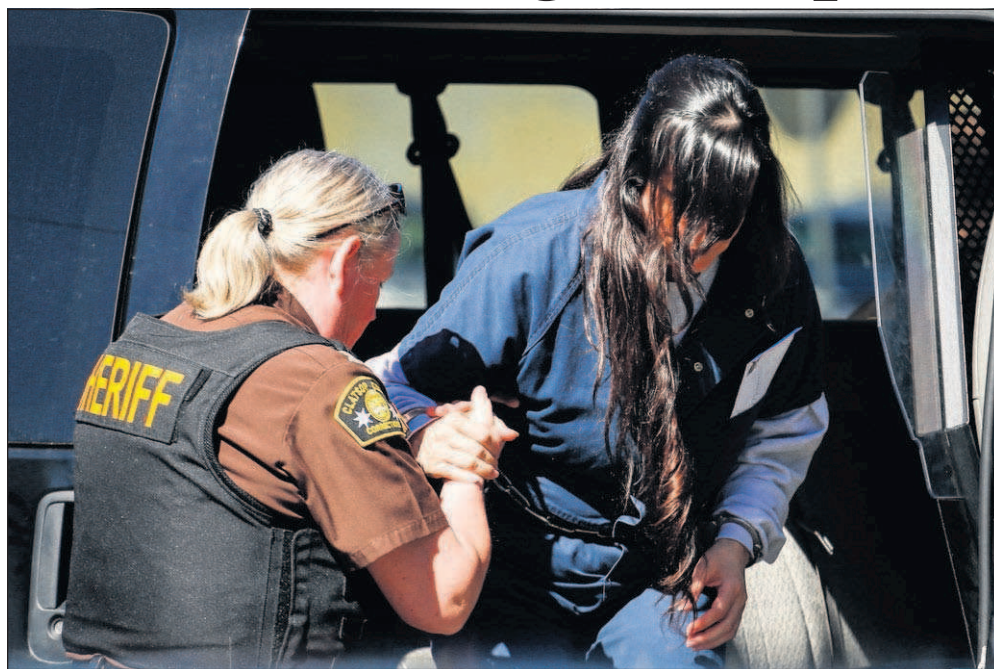
Matyas agreed and pushed the trial to June 2017, nearly three years after the alleged crimes. Smith, 42, is accused of drugging and drowning her toddler and attempting to kill her teenager in a Cannon Beach resort on July 31, 2014.

Before the contested competency hearing next month, Smith will undergo a Minnesota Multiphasic Personality Inventory test. The test will not determine her ability to aid and assist, but Marquis requested the test because it is meant to show if Smith is faking her mental disease.

State hospital stay

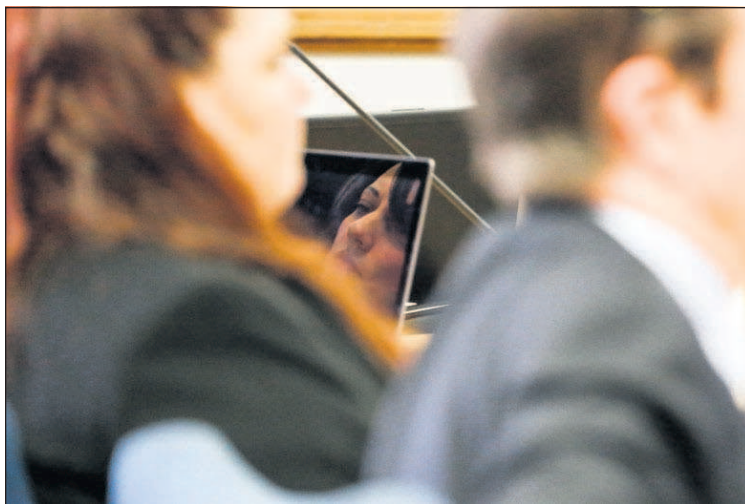
In her report, Howard suggested Smith be sent to the Oregon State Hospital for further evaluation. The defense supports the recommendation and believes there is no need for a hearing next month.

"Let's err on the side of caution," Morgan said. "Let's



Photos by Joshua Bessex/The Daily Astorian

Jessica Smith is led into the Clatsop County Courthouse for a status hearing on Wednesday.



Jessica Smith sits during a status hearing on Wednesday.

send this woman to the hospital to be observed, to be treated, to be made competent."

Marquis warned against an indefinite stay at the state hospital. The clock starts ticking, he said, and after three years the defense can move to dis-

miss the entire case.

Ultimately, Howard's report says it is up to the "trier of fact," or the judge, to decide if Smith is fit to proceed based off of expert findings.

Judge Matyas previously stated she has not observed

any unusual behavior from Smith in court, but ordered the independent evaluation after considering a defense expert's claims that Smith has severe mood changes, abstract thinking and reasoning and untreated mental health issues.

Security: 'Things appear to be only getting worse'

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PreCheck lanes can screen 300 passengers an hour, twice that of standard lanes.

The TSA offered Congress a lofty goal of having 25 million fliers enrolled in the program. Based on that and other increased efficiencies, the TSA's front-line screeners were cut from 47,147 three years ago to 42,525 currently. At the same time, the number of annual fliers passing through checkpoints has grown from 643 million to more than 700 million.

As of March 1, only 9.3 million people were Pre-Check members. Applicants must pay \$85 to \$100 every five years. They must also trek to the airport for an interview before being accepted. While 250,000 to 300,000 people are joining every month, it will take more than four years at that pace to reach the target.

"It hasn't been a failure; it just isn't moving as quickly as it needs to move," says Sharon Pinkerton, senior vice president for legislative and regulatory policy at airline trade group Airlines for America.

PERCENTAGE OF PRECHECK FLIERS

Rank	FAA Code	Airport Name	State	Total Passengers	PreCheck Passengers	% PreCheck
1	SRQ	Sarasota-Bradenton	Florida	64,345	30,241	47.0%
30	SEA	Seattle-Tacoma International	Wash.	1,051,912	367,467	34.9%
65	PDX	Portland International	Oregon	515,258	151,299	29.4%
76	ATL	Hartsfield Atlanta International	Georgia	1,565,920	442,475	28.3%

Workarounds

Without enough members, the TSA faced a problem: PreCheck lanes were nearly deserted while other lines snaked throughout terminals. Keeping empty Pre-Check lanes open was a waste of staff. But without them, passengers who paid to join would be aggregated.

So the agency created workarounds to allow passengers who hadn't been fully vetted to still get expedited screening.

Those who flew 50,000 miles a year or more with an airline sometimes got the Pre-Check designation on their boarding pass at check-in. Others would randomly get it based on demographic information.

As a further step, the TSA in 2013 created a program called Managed Inclusion where it randomly pulls people out of the normal line

when it grows too long. Fliers' behavior is monitored, they are screened for explosives and then allowed to use the faster PreCheck lane.

The Associated Press has spent the last year fighting under the Freedom of Information Act for details on how many fliers are allowed into PreCheck through each method, but has been denied the information for unspecified security reasons.

Making adjustments

Lines did get shorter. By Thanksgiving 2014 nearly 50 percent of fliers were getting expedited screening.

Then last year, two back-to-back embarrassing inspector general reports came out, highlighting TSA security lapses. One disclosed that the agency let a convicted domestic terrorist use PreCheck. The second revealed that in 67 out of 70 tests across the nation,

screeners failed to find mock weapons and explosives.

In response, TSA agents stopped pulling passengers out of line unless there was an explosive-detecting canine team present. That change went into effect in September, right after the Labor Day rush.

The move forced about 10 percent of all passengers — some 70 million fliers a year — to go back to normal screening.

Longer lines soon followed. By February, just 26 percent of passengers were screened through PreCheck, according to Associated Press calculations on TSA data obtained through a public records request.

During the week of spring break in mid-March, 6,800 American Airlines passengers missed their flights because of long checkpoint lines, foreshadowing the headaches airlines fear during the peak sum-

mer travel months.

"The TSA is more or less suggesting that we need to live with it," says Isom, American's chief operating officer.

Seattle waits

At Seattle-Tacoma International Airport waits have topped out at 90 minutes, with the typical morning rush averaging 45 minutes to an hour, says Wendy Reiter, the airport's director of security and emergency preparedness. In the first week of March, 50 Delta Air Lines passengers missed international flights — the type of flight that only departs once a day.

At the world's busiest airport, in Atlanta, general manager Miguel Southwell told the TSA last month that "things appear to be only getting worse."

And in Minneapolis, executive director Jeffrey Hamiel told the TSA that "we are

experiencing unacceptably long security wait times during peak periods."

The TSA knows there is no quick fix.

"The real answer to the volume growth is to ideally get a fully-vetted trusted traveler population," TSA Administrator Peter Neffenger told The Associated Press.

For now though, the agency is relocating 28 of its 142 canine teams to the 20 busiest airports so it can randomly put more fliers into PreCheck. The TSA won't say which airports are losing the teams and could therefore have longer lines.

An additional 200 screeners are being trained each week, but that is offset by the average 103 screeners the TSA loses weekly through attrition. The agency is asking airlines to enforce carry-on bags restrictions before checkpoints so it has fewer bags to screen. Airport and airline staff will also take over some nonsecurity-related tasks, such as returning empty bins to the start of the checkpoint.

There has been one bright side: The TSA says there is a direct correlation between longer lines and a spike in Pre-Check enrollments.