

# Documentary: 'Cleaning up the beaches is a job that never ends'

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five years. Multiple cleanup events have happened throughout the spring and summer, and a program that turns plastics into jewelry for awareness launched earlier this year.

## Pollution and people

While there have been many documentaries made to address the consequences of microplastic pollution in the ocean, this is one of the few to focus solely on the United States. The Ocean Blue Project is also focusing on the people who conduct and volunteer at beach cleanups. One of the goals of the documentary, outreach coordinator Karise Boyce said, is to conduct an ethnographic study of beach communities to share the stories of those who face coastal pollution every day.

"It's in their face every day," Boyce said. "We want to share their stories with people who live inland who may be making decisions about the pollution that may end up on the beaches."

A large part of the documentary will be dedicated to educating people about the dangerous effects of plastic pollution in the ocean as it pertains to sea life and environmental health. Microplastics



Colin Murphey/The Daily Astorian  
Haystack Rock at Cannon Beach looms in the background as plastic debris lies discarded in the sand.

never biodegrade, and the tiny plastic pieces have an affinity to absorb chemicals — which are often carcinogenic — through broken edges and surfaces.

But as an anthropologist, Boyce is looking to study the effects of pollution past physical health.

"We're looking to see how communities are affected. How is their well-being emotionally

and mentally? And what are the economic impacts? Can we feel a difference in tourism and industry?" Boyce said. "We want to help people see how land-based pollution is impacting these communities in every way."

## The inspiration

While the Ocean Blue Project is based in Bend,

Arterbury's passion for environmental activism is drawn from a love of the coast.

"I've spent the summers on the coast for the last eight years and fell in love with it. It's the most beautiful place," he said. "And what keeps me going back is the volunteers wanting to do another beach cleanup. Because cleaning up the beaches is a job that never ends."

Moving forward, Boyce and Arterbury plan to reach out to local businesses and community leaders associated with each beach to gather local perspectives.

With more than 8 million tons of plastic deposited into the ocean each year, focusing on educating people on what a beach cleanup can accomplish is an important step toward eliminating plastic pollution on Oregon's beaches, Arterbury said.

"We want to allow everyone to see what inspires us to continue doing (beach cleanups). Making a documentary about what a beach cleanup is will honestly make it easier for everyone," he said. "We want people to go to the beach, know you can grab a bit of plastic to help out and know why."

# Port: 'We want to get it back in shape and hold events dockside'

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public money to help a privately owned boat. The Port has several hundred boat owners who could see this as a precedent, Campbell said. He and Stevens, a former Coast Guard commander who said he helped with the floating of the USS Missouri memorial in Honolulu, wondered whether the Astoria Ferry Group has the wherewithal to get the ferry back on the river.

"The highest bar the Coast Guard has for vessel inspection and approval is when you carry passengers for hire," Stevens said.

Brownson estimated \$500,000 to get the boat ready for inspection by the Coast Guard. Inspectors had been aboard the ferry and didn't see anything that would get in the way of certification, he said.

In August, the ferry group's leadership called out for \$100,000 and new membership, warning the restoration effort would end otherwise. After the appeal, local hotelier and restoration advocate Robert Jacob helped marshal support to keep the effort going.

Lint started visiting Astoria to help fix up the ferry. Tongue Point Job Corps Center's seamanship program provided student labor. The group went to work polishing the vessel for a move to a more accessible, visible space at Pier 39, where work would continue in a more public setting.

"In the next couple years, we want to get it back in shape and hold events dockside," Brownson said.

Last month, the ferry was added to Restore Oregon's list

of the state's most endangered places, opening avenues for possible support. The group recently raised about \$5,000 through Fort George Brewery's Magnanimous Mug charity drive and has other pending grant requests. The group hopes to move the vessel to Pier 39 early next year.

In other action: The Port Commission voted unanimously to renew the contract of Airport Manager Gary Kobes for a year. Kobes is a contractor for the Port through his company, Landside Resources Inc. The Port originally hired Kobes, a pilot and former member of the Astoria Regional Airport Advisory Committee, two years ago.

The Port Commission voted unanimously to contract Advanced Remediation Technologies for \$38,968 to characterize sediments along the central waterfront for a new dredging permit.

Hunsinger questioned Port Executive Director Jim Knight about a litany of issues, including the status of how the agency planned to pay off a \$1.7 million loan taken out to finance construction of a stormwater treatment system on Pier 3. Knight had previously said the Port would go to tenants served by the system about a cost-sharing agreement once the Port could be sure it worked. The system was recently activated.

Knight said staff would appreciate a fair opportunity to discuss the stormwater system, instead of an off-the-cuff question. He claimed Hunsinger, a frequent critic, was just trying to publicly slam him. After broaching several different issues, Hunsinger's questioning was eventually cut off by Rohne.

# Train wreck: Investigators will talk to crew members

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along a fast, new 15-mile bypass route. Investigators are looking into what training was required of the engineer and other crew members to operate on the new stretch of track, said Ted Turpin, the lead NTSB investigator of the crash.

"Under Amtrak policy he couldn't run this train without being qualified and running this train previously," Turpin said of the engineer.

At least some of the crew

had been doing runs on the route for two weeks before the crash, including a Friday ride-along for local dignitaries, Dinh-Zarr added.

The conductor training in the cab was familiarizing himself with the new route, which is expected of conductors before they start work on a new itinerary, she said. A second conductor was in the passenger sections of the train at the time.

In an accident with strong similarities, an Amtrak train traveling at twice the 50 mph

speed limit ran off the rails along a sharp curve in Philadelphia in 2015, killing eight people. Investigators concluded the engineer was distracted by reports over the radio of another train getting hit by a rock.

In September, a judge threw out charges of involuntary manslaughter and reckless endangerment against the engineer, saying the crash did not appear to rise to a crime. Prosecutors are trying to get the case reinstated.

Amtrak agreed to pay

\$265 million to settle claims filed by the victims and their families. It has also installed positive train control on all its track between Boston and Washington.

Balsamo reported from Los Angeles. Associated Press writers Phuong Le and Sally Ho in Seattle, Michael Sisak in Philadelphia, Gillian Flaccus in Portland, Rachel La Corte in Olympia and Manuel Valdes in Dupont contributed to this report.


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