

Salvage Chief: Has the ability to generate drinkable water

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A bill introduced in the state Legislature by state Sen. Brian Boquist, R-Dallas, is aiming to bring the ship back into shape, but this time with an earthquake and tsunami in mind. The bill would allocate \$1.9 million for engine and emergency communications upgrades, hull repairs and a Coast Guard inspection.

"We believe there's a notion that something has to stay here and help the populace recuperate, and we believe the Salvage Chief is that vessel," Holcom said.

The idea came after Holcom received a briefing from the Army about the impact a major earthquake and tsunami could have on the region. One of the concerns after a natural disaster is debris blocking commerce on the Columbia River for a long period of time.

Whether it's shipwrecked vessels or even pieces of a collapsed Astoria Bridge, debris could influence the region's ability to export goods, Holcom said.

Given its placement between the Astoria and Longview bridges, Holcom

believes the Salvage Chief is in a unique position to help.

"There is no other vessel like it in the region," he said.

There are other ways the ship can help, said Don Floyd, a member of the Salvage Chief Foundation and longtime crew member. With five generators on board, enough power could be produced to help operate triage operations on shore when the electricity goes out.

It also has the ability to generate drinkable water and has a helicopter pad on deck that could be used for rescues if necessary, Floyd said.



Don Floyd talks about the inner workings of the Salvage Chief in the engine room.

Colin Murphy
The Daily Astorian

Port: Knight said Port had no choice but to turn back the grant funds

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The grant required a \$660,000 local match the Port had yet to secure. Knight informed the state last week the Port was canceling its request for the money.

The Port had attempted to use the state grant as a match on a larger pot of money it has been seeking from the Federal Emergency Management Agency for 2015 storm damage to the central waterfront, but has so far

been unable to prove through photographic evidence the damage underneath Pier 2 is attributable to the storms. The Port had hoped to use the FEMA money as a local match for the state grant.

Hunsinger, who took out an ad in The Daily Astorian on Tuesday to criticize Knight's decision, claimed the Port lied about having a shovel-ready project when the agency applied for the Connect Oregon grant, and that it allowed more than

\$1.5 million in grant funding to slip away.

"Are we waiting for the dock to fall in and then say, 'We have an emergency?'" Hunsinger said. "It may take \$8 or \$10 million to fix everything, but this is a start in the right direction."

Knight, objecting to Hunsinger's characterization, said the Port had no choice but to turn back the grant funds because of delays in getting money from FEMA and because of

the underlying issues with Pier 2.

"The real problem is the ground itself," he said. "If we would have used those funds from ODOT, we would have been soundly criticized for knowingly repairing something that wasn't the full fix of the problem."

The state grant required construction on the docks be completed by 2020, and turning back the money rather than letting it expire will help keep the Port in

good standing for future applications, Knight said.

"I'm upset about your mischaracterization of historical events," Knight told Hunsinger at one point. "You have a propensity for changing history to suit your needs."

The Port has previously estimated it will cost \$7 million to repair Pier 2, part of an estimated \$20 million in needs along the central waterfront. The next step on the west side of Pier 2 is

spending about \$200,000 on an engineering analysis to formulate a fix to the failing dock, Knight said.

Port Commission President Frank Spence said he has reached out to the region's state and federal representatives about delays with FEMA and the agency's dire situation.

Knight and Hunsinger's back-and-forth over why the grant was lost continued until Spence abruptly ended the workshop.

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