



# THE DAILY ASTORIAN

146TH YEAR, NO. 168

DailyAstorian.com // THURSDAY, FEBRUARY 21, 2019

ONE DOLLAR

## 'EVERY BOAT IS A DIFFERENT STORY'



Luke Whittaker/Chinook Observer

A sailboat sank unexpectedly overnight in the Ilwaco marina in January. It wasn't considered abandoned or derelict, but likely sprung a leak. It was the first boat to sink in the marina since the Lihue II in 2017.

## Derelict and abandoned vessels plague local ports

By LUKE WHITTAKER  
Chinook Observer

LONG BEACH, Wash. — Some result from Coast Guard rescues, others arrive mysteriously in the night.

Derelict and abandoned vessels plague local marinas, posing considerable environmental threats while soaking up port resources.

The exact number remains murky, but several boats fall somewhere on the spectrum, according to Ilwaco Port Manager Guy Glenn Jr.

"It's just a question of what exactly abandoned means," he said.

"There's boats where people are paying their bills but maybe not necessarily using very much. There are people who use their boat but don't pay their bills. Then there's people that don't do either."

Once a boat is determined to be in danger of sinking, it can be designated as derelict. More than a dozen boats in various stages of deterioration and financial delinquency rest in the Ilwaco boatyard.

"Boats that are in danger of sinking or the condition is uncertain, those are ones that need to be hauled out or dealt with," Glenn said.



Luke Whittaker/Chinook Observer

Ilwaco Port Manager Guy Glenn Jr. considers dealing with derelict and abandoned vessels as part of the job. 'Every boat is a different story,' he said.

"Then there are boats that aren't in as bad of shape but they're still considered derelict because owners are not responding to take care of them or pay."

It's an ongoing concern for port staff

that irresponsible boat owners will arrive unexpectedly or late at night, tie up, and walk away.

See Boat, Page A7

*'IT GETS TIED UP AT OUR DOCK AND WE HAVE TO RELY ON THE BOAT OWNER TO DEAL WITH IT RESPONSIBLY FROM THERE AND SOMETIMES THEY'RE NOT RESPONSIBLE AND THE BOAT IS IN BAD SHAPE, THEN WE HAVE TO DEAL WITH IT.'*

Guy Glenn Jr., Ilwaco port manager

## Ailing Pier 2 faces closure

State ties recommendation to dock repairs

By EDWARD STRATTON  
The Daily Astorian

The east side of the Port of Astoria's Pier 2, where seafood is loaded onto refrigerated trucks, is in danger of closure.

The state recommended in November that a 3-ton weight limit be imposed, and the east side of Pier 2 be closed, by April if repairs are not made.

"If the repairs cannot be completed within this time frame the bridge should be closed until repairs to address these maintenance recommendations have been completed," Bruce Johnson, the state bridge engineer, wrote to the Port in November. "It is ultimately the Port's responsibility to repair the bridge or have the structure closed."

The state's recommendation did not become public until raised at a Port Commission meeting Tuesday by Commissioner Bill Hunsinger.

"I felt this information should have been (brought) to the commission," he said. "This information came out Nov. (30). So here we are in February, and the commission doesn't know anything about it."

The state's guidance on Pier 2 came shortly after the Port closed the East Mooring Basin causeway at the foot of 36th Street in November following a state inspection that found much of the bridge rotting.

Hunsinger has repeatedly criticized Jim Knight, the Port's executive director, for not sharing enough information with the Port Commission and public.

At a recent meeting, for example, he revealed how the Port lost a \$1.5 million state infrastructure grant to repair part of the badly deteriorated docks on the west side of Pier 2, where fishermen offload their catch to processors leasing space in the agency's warehouse.

The dock on the east side of Pier 2 is nearly 940 feet long, with 115 spans held up by timber pile-and-post structures called bents. The state had last recommended weight restrictions, and a possible closure, on the east side of Pier 2 in 2016 unless the Port made emergency repairs to nearly 50 urgent and critical bents. The Port posted the 3-ton weight limit, made some repairs under the dock, and sometime in 2017 removed the weight limit signs.

See Pier, Page A7

## Group to discuss drop-in center for the homeless

Social services and a safe place

By KATIE FRANKOWICZ  
The Daily Astorian

There is a new push to open a daytime drop-in center for the homeless in Astoria.

A group, headed by interfaith ministers Nelle Moffett and Rick Bowers, plans to present the seeds of an idea at a Lower Columbia Diversity Committee meeting Sunday afternoon.

The group is informal, made up in large part by people who have been participat-

### DROP-IN CENTER

The Lower Columbia Diversity Committee will meet from 2 to 4 p.m. Sunday in Columbia Hall, Room 219 at Clatsop Community College.

ing in the city's homelessness task force meetings, but who "wanted to see what action we could take," Moffett said.

As sketched out in a draft proposal, the drop-in center would offer a one-stop shop to connect people to social services, as well as provide a safe place for people to socialize, rest and access amenities like showers, restrooms

and storage lockers.

Moffett and Bowers, who are board members for the Astoria Warming Center, an emergency shelter, modeled the concept on a similar facility in Portland.

"We are at the beginning stages of defining the concept of what we want to create and vetting the concept

See Center, Page A7



Colin Murphey/The Daily Astorian

Advocates for the homeless will discuss the creation of a drop-in center in Astoria.

