Roof: Oregon's only cross-laminated supplier is D.R. Johnson in Riddle

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Raising the structure of the building took less than two weeks. The posts and beams holding the building up are made from glue-laminated timber, an older technology gluing boards parallel to the grain for longer spans.

The posts, beams and roof all came preassembled from KLH Massive Wood in Austria. The company was the only one available that could supply the cross-laminated roof to fit the schedule of the branch. The timber components were shipped from Europe to subcontractor Carpentry Plus in Boring for further assembly before heading to Warrenton.

Hailey Hoffman/The Astorian

A construction worker secures a ladder to the roof of the future Fibre Federal building.

"It has a lot to do with product supply," said Jenny Bengeult, director of design for Momentum. "We looked at different species. We look at what wood is available at a given time."

Tom Williamson, a wood technology expert based in Vancouver, Washington, helped write the building standards for cross-laminated structures in 2010, when there were no suppliers in the U.S. By 2012, two cross-laminated producers in British Columbia came online.

"The Europeans have been doing this for like 25 years, so they've built up an infrastructure," he said.

Oregon's only cross-laminated supplier is D.R. Johnson in Riddle, responsible for a four-story office building in Portland called Albina Yard. The company helped build Peavy Hall, Oregon State University's Forest Science Complex, which was meant to symbolize the rebirth of the state's timber industry. The project highlighted some of the risks of the technology after a collapse during construction last year.

Williamson sees European producers losing their edge over the U.S. as more local mills come online. The global cross-laminated timber market, valued at $670 million in 2016, is expected to grow to more than $2.3 billion by 2025, according to an analysis by Transparency Market Research.

"It's kind of like how glue-laminated timber started in the 1940s with a couple producers," Williamson said. "Now there are 20 to 30. I think the U.S. industry is going to catch up with the European industry pretty quickly."

Sea lions: New structures will last 100 years

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'WE ACTUALLY HAD SITUATIONS WHERE WE WERE DRIVING A PILE AND SEA LIONS WOULD SWIM OUT TO LOOK. WE'D HAVE TO STOP WORK AND WAIT UNTIL THEY WENT AWAY.'

Tony Snyder | Area 1 manager for the Oregon Department of Transportation

But as contractors prepare for construction on the next set of bridges at Sixth, Eighth and 10th streets this October, how they go about the work depends in no small part on how much they bothered the sea lions the first time around.

Though the pinnipeds may be trapped and killed by the state at Willamette Falls and Bonneville Dam to protect threatened salmon and steelhead runs, they remain protected under federal law.

The state has to limit any "take" of the animals, said Tony Snyder, Area 1 manager for the Oregon Department of Transportation.

Take doesn't necessarily equate to a sea lion death caused by bridge work. It can refer to any time crews are working in the sea lions' environment and the pinnipeds notice and appear upset by the disturbance.

Sightings of sea lions are frequent along the Astoria Riverwalk as the animals swim under trolley trestles, haul out on structures below Buoy Beer Co. or unleash echoing bellows at each other beneath former seafood processing plants near Ninth Street.

Sea lions are opportunistic feeders, constantly on the lookout for a fishy meal. The commotion contractors caused when they were driving steel piles for the new waterfront bridges proved to be especially intriguing.

"We actually had situations where we were driving a pile and sea lions would swim out to look," Snyder said. "We'd have to stop work and wait until they went away."

"They seemed fairly interested watching what we were doing."

Two people's entire jobs involved standing at construction sites, on the lookout for sea lions.

Federal managers allowed around 40,000 sea lion encounters across the first phase of the waterfront bridge project. With around 4,000 encounters, the state remained well within what the permit allowed — and no sea lions died because of construction — but there are questions about how work will proceed during the next in-water work period in November.

For the first set of bridges, contractors landed on a way to place more piles per day, significantly speeding up that portion of the work. The National Marine Fisheries Service is reviewing the state's monitoring reports and could determine this method causes more of a disturbance to sea lions.

To continue with a method that has more of an impact on sea lions, the state would need to modify how it monitors for the animals. Snyder said ODOT would have to widen the range it monitors and increase the number of people watching for sea lions, all of which comes at a higher financial cost.

If the federal agency determines the faster method bothers sea lions more, Snyder said ODOT will likely ask the contractor to use a less-impactful — possibly slower — method to drive piles.

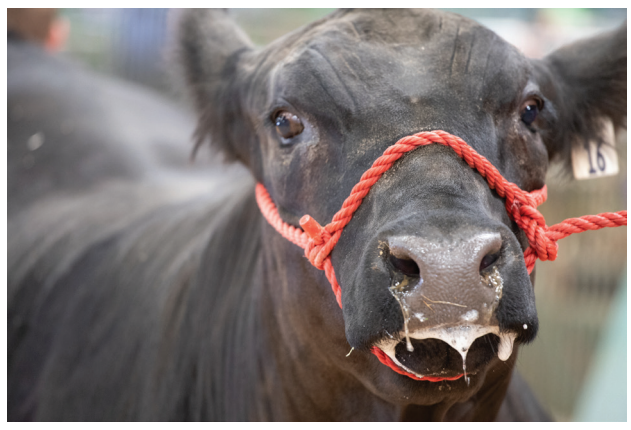
No sea lions were in sight when Mayor Bruce Jones and other community leaders reopened the first set of bridges during a ribbon-cutting ceremony at 11th Street on Thursday.

Jones thanked the businesses for their patience and the contractors and state and city staff for all their work on the project.

During his remarks to the crowd, Snyder acknowledged the aggravation the work caused in the community. He noted, however, that it often takes years to replace a single bridge and contractors replaced three in about eight months.

"We've got three more to build and it's going to be more aggravation," he said. But, he added, the new structures will last 100 years.

"We won't be back fixing this bridge again for a long time," he said.



Hailey Hoffman/The Astorian

Livestock are a main attraction at the Clatsop County Fair.

Parasite: 'Farm animals can be a reservoir for the disease'

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Symptoms can last a few days to a month for people with healthy immune systems, the CDC said. Some people may have a recurrence of symptoms after a brief period of recovery before the illness ends.

"Our initial suspicion is that it is poor hand-washing after touching animals, as farm animals can be a reservoir for the disease," Michael McNickle, the county's public health director, wrote in an email.

The fair has hand-washing stations at every exit with signs on every door, John Lewis, the fair manager, said.

Next year, the county will meet with 4-H and others before the fair to do hand-washing training and go over signage and sanitation facilities, McNickle said.

The county is continuing its investigation with the state and will know more after the review is complete.

El Primero: 'The structure is ... a lost art'

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toward Seattle. The ship remained in Washington's waters for more than a hundred years, docked most recently in Blaine, until Lint caught a glimpse of it 10 years ago.

"I saw under the tarps, this rustic, beautiful long hull," he said. "The lines of the boat are absolutely spectacular. The design of the boat is phenomenal. The structure is, to this day, a lost art."

The sight grabbed Lint's attention. He tracked down the estate owner and volunteered to help get the boat running for the sake of history. Less than a week after Lint began work, he said, El Primero was gliding through the water again for the first time in a decade.

Shortly after his first ride, Lint bought the yacht and set his eyes on navigating El Primero south.

"It went north in 1906 and never returned," he said. "Now, it's on its return trip home to San Francisco."

The boat's steam engine has been converted, and now a twin-engine diesel fuels El Primero.Lint has dreams of making the ship a bit "greener," with solar sails and batteries.

The yacht moves through the sea with ease, and has no wake until 14.5 knots, according to Lint.

"It was made to marry with the sea," he said.

The polished floors and extravagant light fixtures of El Primero apparently hosted a number of historic guests, including four U.S. presidents — Teddy Roosevelt, William Howard Taft, Warren Harding and Herbert Hoover. Other celebrity guests include Babe Ruth and William Randolph Hearst, according to a small sign displayed at the pier.

Photos by Hailey Hoffman The Astorian

ABOVE: Initially a steam powered ship, the boat was converted to run on diesel. LEFT: The boat, built in 1893, shows signs of age.

With an extended sun deck, wooden fireplace and two antique bathtubs on board, the inside of the yacht is as marvelous and historic as its exterior.

"It's a palace afloat," Lint said.

Lint hoped to organize tours of El Primero during his time docked in Astoria, but he said he was denied local dock space. The ship is now anchored a few dozen feet away from the edge of the pier.

"I love that it looks so rustic," Sonia Hansen, who pulled over on the pier to take a photo of the yacht, said. "Nowadays, it's hard to find things that are preserved like that."

"It's still on the water," Lynne Aspin, a tourist who had made the trip up from Cannon Beach, said. "That's amazing."

Tourists like Hansen and Aspin may have a few more months to gawk at the oddity. Lint is not sure when he'll head back out to the Pacific, so El Primero may stay in Astoria through the winter.

Eventually, the captain plans to guide the ship under San Francisco's landmark bridge, but, according to Lint, the Golden Gate may not be El Primero's final destination.

"I'd like to take it around the world."

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